phic Notes/Notes techniques et bibliographiques

est
of this
e,

ange
elow.

lack)/
ou noire)

r

distortion

re ou de la
re

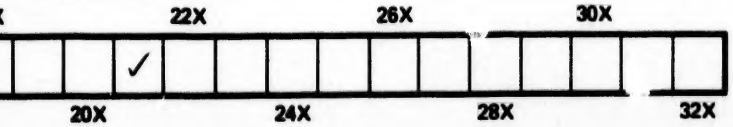
n may
ssible, these

es ajoutées
lans le texte,
pages n'ont

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- ☐ Coloured pages/
  Pages de couleur
- ☐ Pages damaged/
  Pages endommagées
- ☐ Pages restored and/or laminated/
  Pages restaurées et/ou pelliculées
- ☑ Pages discoloured, stained or foxed/
  Pages décolorées, tachetées ou piquées
- ☐ Pages detached/
  Pages détachées
- ☑ Showthrough/
  Transparence
- ☐ Quality of print varies/
  Qualité inégale de l'impression
- ☐ Includes supplementary material/
  Comprend du matériel supplémentaire
- ☐ Only edition available/
  Seule édition disponible
- ☑ Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/
  Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

necked below/
n indiqué ci-dessous.



The copy filmed here has been reproduced thanks to the generosity of:

Library Division
Provincial Archives of British Columbia

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol → (meaning "CONTINUED"), or the symbol ▽ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:

1	2	3

1	2	
4	5	

thanks

umbia

ility
bility
e

filmed
on
npres-
All
on the
es-
inted

e
ON-
D"),

t
o be
d
t to
s
the

L'exemplaire filmé fut reproduit grâce à la générosité de:

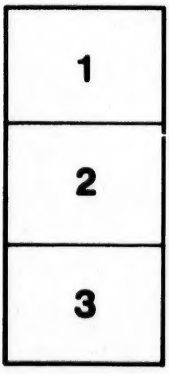
Library Division
Provincial Archives of British Columbia

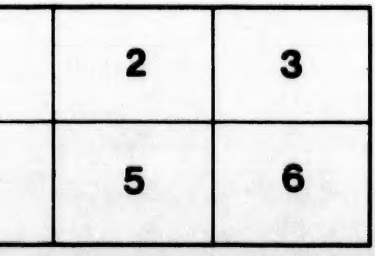
Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole → signifie "A SUIVRE", le symbole ▽ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.





PROVINCIAL LIBRARY
& ARCHIVES
VICTORIA B.C.
SPLENDOR SINE OCCASU.
Northwest Collection

CORRECTED TO OCTOBER 29TH, 1900

Canadian Pacific Railway

ANNOTATED TIME TABLE

WITH INFORMATION AS TO C. P. R. TRANSCONTINENTAL ROUTES

The Company does not undertake that trains shall start or arrive at the times herein specified, nor will it be accountable for any loss, inconvenience or injury which may arise from delays or detention; nor will it be responsible for any delay, detention, loss or injury whatsoever arising off its lines or from the acts or defaults of other parties, nor for the correctness of the times over the lines of other companies, nor for the arrival of this Company's own trains in time for, or to connect with, the nominally corresponding trains or steamers of this or any other company.

Steamship sailings herein are weather permitting; and for river, gulf, lake and ferry steamers are during season of navigation only. Ferry at Quebec, Prescott and Detroit, and Steamship sailings from Vancouver, Victoria and San Francisco and Pacific Coast are all the year.

NW
971B
C225i
1900

OFFICE
CONDEN
T
ANNOTA
C
SHORT
R
ROUTES
TRANSC
PACIFI
TRANS
ONTAR
ADVE
SLEEP
C. P.
CANA
C. P.
C. P.
DOMI
RAILW
C. P.
C. P.
CALE
AGEN

INDEX

	Page
Officers	Inside front cover
Condensed Time Tables—	
Transcontinental Route, Westbound	3
" " Eastbound	4
Annotated Time Table—	
Quebec and Montreal—Eastern Division	5
Short Line—	
Halifax and Montreal—Atlantic and Ontario & Quebec Divisions	8
Routes to Montreal	15
Transcontinental Rail Route—	
Montreal and Fort William—Eastern Division	17
Fort William and Laggan—Western Division	24
Sectional Map—Calgary to Stephen	35
Laggan and Vancouver—Pacific Division	42
Sectional Map—Stephen to Revelstoke	42
Sectional Map—Revelstoke to Kamloops	51
Sectional Map—Kamloops to Yale	55
Sectional Map—Yale to the Coast	59
Pacific Coast Local Steamship Service	65
Transcontinental Lake Route—	
Montreal and Toronto—Ontario & Quebec Division	66
Toronto and Owen Sound—Ontario & Quebec Division	70
Owen Sound and Fort William—Lake Route	71
Ontario Route—	
Toronto and North Bay	72
Advertising at Stations	74
Sleeping and Parlor Car Service	74
C. P. R. Steamships, Royal Mail Line to Japan and China	75
Canadian-Australian Royal Mail SS. Line	75
C. P. R. Lake Steamship Line	76
C. P. R. Telegraph Lines	77
Dominion Express Co	77
Railway and Free Lands	77
C. P. R. Hotels	78
C. P. R. Publications	78
Calendar	79
Agencies	Inside back cover

Archives
of
British Columbia
O'REILLY
COLLECTION

Transcontinental Route

WESTBOUND

CONDENSED TIME TABLE

1—PACIFIC EXPRESS

STATIONS	TIME	DAYS OF WEEK						
NEW YORK, via Montreal.....Lv								
New York Central Rd....	7.30 pm	Sun	Mo	Tu	We	Th	Fri	Sat
NEW YORK, via Montreal.....Lv								
D. & H. Rd.....	6.25 pm	Sun	Mo	Tu	We	Th	Fri	Sat
NEW YORK, via Toronto.....Lv								
New York Central Rd.....Ar	8.00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Erie Rd.....	7.30 pm	Sun	Mo	Tu	We	Th	Fri	Sat
NEW YORK, via Prescott.....Lv								
New York Central Rd.....	8.30 am	Sat	Mo	Tu	We	Th	Fri	.....
Boston, via Montreal.....Lv	8.45 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Portland, Me., via Montreal.....Lv	8.50 am	.....	Mo	Tu	We	Th	Fri	Sat
HALIFAX, N.S.....Lv	7.00 am	.....	Mo	Tu	We	Th	Fri	Sat
St. John, N.B.....Lv	4.15 pm	.....	Mo	Tu	We	Th	Fri	Sat
Quebec.....Lv	11.00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
MONTREAL, Windsor St....	9.30 am	Mo	Tu	We	Th	Fri	Sat	Sun
Prescott.....	7.20 am	Mo	Tu	We	Th	Fri	Sat	.....
Brockville.....	7.00 am	Mo	Tu	We	Th	Fri	Sat	Sun
Ottawa.....	1.25 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Carleton Junction	2.24 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Pembroke.....	4.55 pm	Mo	Tu	We	Th	Fri	Sat	Sun
NORTH BAY ....Ar	10.10 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Buffalo.....Lv	7.45 am	Mo	Tu	We	Th	Fri	Sat	Sun
Brantford	8.50 am	Mo	Tu	We	Th	Fri	Sat	.....
Hamilton	9.55 am	Mo	Tu	We	Th	Fri	Sat	Sun
Toronto, G.T.R. .....Lv.	1.45 pm	Mo	Tu	We	Th	Fri	Sat	Sun
NORTH BAY, G.T.R. .....Ar.	9.45 pm	Mo	T	We	Th	Fri	Sat	Sun
NORTH BAY .....Lv.	10.30 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Sudbury	12.52 am	Tu	We	Th	Fri	Sat	Sun	Mo
Chapleau.....	7.10 am	Tu	We	Th	Fri	Sat	Sun	Mo
Nepigon.....	6.00 pm	Tu	We	Th	Fri	Sat	Sun	Mo
PORT ARTHUR (East. Time) .....Ar	8.10 pm	Tu	We	Th	Fri	Sat	Sun	Mo
Toronto Lv	8.25 am	.....	.....	Tu	.....	Th	.....	Sat
Owen Sound..... Sum- Lv	y 1.30 pm	.....	.....	Tu	.....	Th	.....	Sat
Sault Ste. Marie..... mer Lv	y 8.00 am	.....	.....	Wed	.....	Fri	.....	Sun
PORT ARTHUR ..... only Ar	y 7.00 am	.....	.....	Th	.....	Sat	.....	Mo
FORT WILLIAM..... Ar	y 8.00 am	.....	.....	Th	.....	Sat	.....	Mo
PORT ARTHUR (Central Time). Lv	19.10	Tu	We	Th	Fri	Sat	Sun	Mo
FORT WILLIAM Lv	19.45	Tu	We	Th	Fri	Sat	Sun	We
WINNIPEG..... Ar	10.15	We	Th	Fri	Sat	Sun	Mo	Tu
WINNIPEG..... Lv	16.30	We	Th	Fri	Sat	Sun	Mo	Tu
Portage la Prairie.....	18.40	We	Th	Fri	Sat	Sun	Mo	Tu
Brandon (Mount. Time).....	21.00	We	Th	Fri	Sat	Sun	Mo	Tu
Broadview.....	2.35	Th	Fri	Sat	Sun	Mo	Tu	We
Regina.....	6.18	Th	Fri	Sat	Sun	Mo	Tu	We
St. Paul Soo Line Lv	9.05 am	We	Th	Fri	Sat	Sun	Mo	Tu
Minneapolis " Lv	9.45 am	We	Th	Fri	Sat	Sun	Mo	Tu
Moose Jaw Lv	8.50	Th	Fri	Sat	Sun	Mo	Tu	We
Medicine Hat.....	18.30	Th	Fri	Sat	Sun	Mo	Tu	We
Calgary.....	1.30	Fri	Sat	Sun	Mo	Tu	We	Th
BANFF HOT SPRINGS..... ..	5.30	Fri	Sat	Sun	Mo	Tu	We	Th
Field (Pacific Time)	8.15	Fri	Sat	Sun	Mo	Tu	We	Th
GLACIER	14.40	Fri	Sat	Sun	Mo	Tu	We	Th
REVELSTOKE.....	17.30	Fri	Sat	Sun	Mo	Tu	We	Th
NORTH BEND.....	7.25	Sat	Sun	Mo	Tu	We	Th	Fri
MISSION JUNC .....Ar	10.45	Sat	Sun	Mo	Tu	We	Th	Fri
Abbotsford.....Lv	f11.10	Sat	Sun	Mo	Tu	We	Th	Fri
SUMAS .....Ar	11.20	Sat	Sun	Mo	Tu	We	Th	Fri
Sumas City, Seattle & Int. Ry.....Lv	11.45 am	Sat	Sun	Mo	Tu	We	Th	Fri
Snohomish " .....Ar	3.23 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Seattle, Wash. " .....Ar	5.10 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Tacoma, Wash. N. P. Rd. .....Ar	6.45 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Tacoma, Wash., N. P. Rd.....Lv	11.30 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Portland, Ore., " .....Ar	7.00 am	Sun	Mo	Tu	We	Th	Fri	Sat
SAN FRANCISCO, Cal., So. Pac. Rd. Ar	7.45 pm	Mo	Tu	We	Th	Fri	Sat	Sun
MISSION JUNC..... Lv	10.55	Sat	Sun	Mo	Tu	We	Th	Fri
New Westminster.....Ar	12.28	Sat	Sun	Mo	Tu	We	Th	Fri
VANCOUVER.....Ar	12.40	Sat	Sun	Mo	Tu	We	Th	Fri
Victoria, via Can. Pac. Nav. Co. Ar	18.30	Sat	Sun	Mo	Tu	We	Th	Fri
Victoria for San Francisco via Pacific Coast S. S. Line.....Lv	8.00 pm	{ Oct. 21, 26, 31; Nov. 5, 10, 15, 20, 25, 30; Dec. 5, 10, 15, 20, 25, 1900.						
San Francisco via Pacific Coast S. S. Line..... Ar	am	{ Oct. 19, 24, 29; Nov. 3, 8, 13, 18, 23, 28; Dec. 3, 8, 13, 18, 23, 28, 1900.						
Victoria, B.C. S.S. Victorian....Lv	8.00 pm	.....	Mo	Tu	We	Th	Fri	Sat
PortTownsend, Wash., " ....Ar	11.30 pm	.....	Mo	Tu	We	Th	Fri	Sat
Seattle, Wash., " ....Ar	2.00 am	.....	Tu	We	Th	Fri	Sat	Sun
Tacoma, Wash., " ....Ar	4.00 am	.....	Tu	We	Th	Fri	Sat	Sun

y Approximate time. f Flag stations.

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced.

If water is low on Lake Superior, C. P. steamers may omit Port Arthur, calling only at Fort William.
See page 71.

Transcontinental Route

EASTBOUND

CONDENSED TIME TABLE

2—ATLANTIC EXPRESS

STATIONS	TIME	DAYS OF WEEK.						
TACOMA, Wash., S.S. Victorian....Lv	4.30 am	Tu	We	Th	Fri	Sat	.....	Mo
Seattle, Wash., " Lv	8.00 am	Tu	We	Th	Fri	Sat	.....	Mo
Port Townsend, Wash., " Lv	11.00 am	Tu	We	Th	Fri	Sat	.....	Mo
Victoria, B. C., " ....Ar	1.00 pm	Tu	We	Th	Fri	Sat	.....	Mo
San Francisco for Victoria, via Pacific Coast S. S. Line Lv	11.00 am	Oct. 18, 23, 28; Nov. 2, 7, 12, 17, 22, 27; Dec. 22, 27, 1900.						
Victoria, via Pacific Coast S. S. Line.....Ar	pm	Oct. 20, 25, 30; Nov. 4, 9, 14, 19, 24, 29; Dec. 4, 9, 14, 19, 24, 29, 1900.						
Victoria, B.C., C. P. Nav. Co ..Lv	1.00	We	Th	Fri	Sat	Sun	*v*	Tu
VANCOUVER, B.C. .....Ar	7.00	We	Th	Fri	Sat	Sun	Mo	Tu
.....Lv	14.00	We	Th	Fri	Sat	Sun	Mo	Tu
New Westminster, B. C.....Lv	14.05	We	Th	Fri	Sat	Sun	Mo	Tu
SAN FRANCISCO, So. Pac. Rd.....Lv	7.00 am	Mo	Tu	We	Th	Fri	Sat	Sun
Portland, Ore. Nor. Pac. Rd ...Lv	23.30 pm	Tu	We	Th	Fri	Sat	Sun	Mo
Tacoma, Wash., N. P. Rd.....Lv	6.55 am	We	Th	Fri	Sat	Sun	Mo	Tu
Seattle, Wash., Seattle & Int. Ry....Lv	9.05 am	We	Th	Fri	Sat	Sun	Mo	Tu
Snohomish, " Lv	10.52 am	We	Th	Fri	Sat	Sun	Mo	Tu
Sumas City, " ....Ar	2.35 pm	We	Th	Fri	Sat	Sun	Mo	Tu
SUMAS Lv	15.00	We	Th	Fri	Sat	Sun	Mo	Tu
Abbottsford.....Lv	15.10	We	Th	Fri	Sat	Sun	Mo	Tu
MISSION JUNC. .....Ar	15.40	We	Th	Fri	Sat	Sun	Mo	Tu
MISSION JUNC. (Pacific Time).....Lv	15.52	We	Th	Fri	Sat	Sun	Mo	Tu
NORTH BEND.....Lv	19.40	We	Th	Fri	Sat	Sun	Mo	Tu
REVELSTOKE.....Lv	8.20	Th	Fri	Sat	Sun	Mo	Tu	We
GLACIER Lv	11.55	Th	Fri	Sat	Sun	Mo	Tu	We
Field.....Lv	18.05	Th	Fri	Sat	Sun	Mo	Tu	We
BANFF HOT SPRINGS (Mount. Time).....Lv	21.55	Th	Fri	Sat	Sun	Mo	Tu	We
Calgary Lv	1.20	Fri	Sat	Sun	Mo	Tu	We	Th
Medicine Hat Lv	7.35	Fri	Sat	Sun	Mo	Tu	We	Th
Moose Jaw .....Ar	16.57	Fri	Sat	Sun	Mo	Tu	We	Th
Minneapolis, 800 Line .....Ar	6.15 pm	Sat	Sun	Mo	Tu	We	Th	Fri
St. Paul " .....Ar	6.55 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Regina.....Lv	19.51	Fri	Sat	Sun	Mo	Tu	We	Th
Broadview Lv	1.00	Sat	Sun	Mo	Tu	We	Th	Fri
Brandon (Cent. Time).....Lv	9.25	Sat	Sun	Mo	Tu	We	Th	Fri
Portage la Prairie Lv	12.30	Sat	Sun	Mo	Tu	We	Th	Fri
WINNIPEG .....Ar	14.20	Sat	Sun	Mo	Tu	We	Th	Fri
.....Lv	16.00	Sat	Sun	Mo	Tu	We	Th	Fri
FORT WILLIAM .....Ar	6.10	Sun	Mo	Tu	We	Th	Fri	Sat
PORT ARTHUR (Cent. Time).....Ar	6 40	Sun	Mo	Tu	We	Th	Fri	Sat
FORT WILLIAM.....Lv	*y* 8.00 am	Sun	.....	Tu	.....	.....	Fri	.....
PORT ARTHUR Lv	*y* 9.00 am	Sun	.....	Tu	.....	.....	Fri	.....
Sault Ste. Marie Lv	*y* 8.40 am	Mo	.....	We	.....	.....	Sat	.....
Owen Sound.....Ar	*y* 5.00 am	Tu	.....	Th	.....	.....	Sun	.....
Toronto .....Ar	11.30 am	Tu	.....	Th	.....	.....	*x*	.....
PORT ARTHUR (East. Time). Lv	7.40 am	Sun	Mo	Tu	We	Th	Fri	Sat
Nepigon.....Lv	9.40 am	Sun	Mo	Tu	We	Th	Fri	Sat
Chapleau.....Lv	8.55 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Sudbury.....Lv	3.10 am	Mo	Tu	We	Th	Fri	Sat	Sun
North Bay .....Ar	5.45 am	Mo	Tu	We	Th	Fri	Sat	Sun
North Bay, G.T.R Lv	6.20 am	Mo	Tu	We	Th	Fri	Sat	Sun
Toronto, " .....Ar	2.05 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Hamilton .....Ar	6.15 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Brantford .....Ar	6.37 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Buffalo .....Ar	8.25 pm	Mo	Tu	We	Th	Fri	Sat	Sun
North Bay Lv	6.45 am	Mo	Tu	We	Th	Fri	Sat	Sun
Pembroke .....Ar	10.49 am	Mo	Tu	We	Th	Fri	Sat	Sun
Carleton Junction.....Lv	1.20 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Ottawa .....Ar	2.20 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Brockville .....Ar	9.55 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Prescott.....Ar	.....	.....	.....	.....	.....	.....	.....	.....
Montreal, Windsor St. .....Ar	6.10 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Quebec .....Ar	6.30 am	Tu	We	Th	Fri	Sat	Sun	Mo
St. John, N.B .....Ar	11.50 am	Tu	We	Th	Fri	Sat	.....	Mo
HALIFAX, N.S.....Ar	8.50 pm	Tu	We	Th	Fri	Sat	.....	Mo
Portland, Me.....Ar	7.55 pm	Tu	We	Th	Fri	Sat	.....	Mo
Boston, Mass.....Ar	7.30 am	Tu	We	Th	Fri	Sat	Sun	Mo
NEW YORK, via Prescott.....Ar	6.00 pm	We	Th	Fri	Sat	Sun	.....	Mo
New York Central Rd.								
NEW YORK, via Toronto .....Ar	10.00 am	Tu	We	Th	Fri	Sat	Sun	Mo
New York Central Rd.....	6.17 am	We	Th	Fri	Sat	Sun	Mo	Mo
Erie Rd.								
NEW YORK, via Montreal.....Ar	8.55 am	Tu	We	Th	Fri	Sat	Sun	Mo
New York Central Rd.....								
NEW YORK, via Montreal.....Ar	7.20 am	Tu	We	Th	Fri	Sat	Sun	Mo
D. & H. Rd.								

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced.

v Passengers intending to leave Vancouver on Monday will take steamer leaving Victoria Sunday at 24 o'clock. *x* On Sundays passengers will be carried by special train to Toronto. *y* Approximate time.

f Flag stations.

If water is low on Lake Superior, C. P. steamers may omit Port Arthur, calling only at Fort William.

See page 71.

Canadian Pacific Railway

ANNOTATED TIME TABLE

QUEBEC and MONTREAL: 172 Miles

Eastern Division

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouv'r
	LEAVE		ARRIVE	
172	† 1.15 P.M.	**Quebec**—Population 75,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a head-quarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759. No other city in America is so grandly situated or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, the public buildings, churches, convents, schools, business blocks and hotels, chief among which on Dufferin Terrace is the Chateau Frontenac, a magnificent fireproof structure, are found. Lower Town is the commercial quarter and abounds in irregular narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport. The railways reaching the city are the Canadian Pacific and Quebec & Lake St. John, the latter extending to Lake St. John, Chicoutimi, and the headwaters of the Saguenay. To Levis on the opposite bank of the St. Lawrence come the Grand Trunk, the Intercolonial, and the Quebec Central. Transatlantic steamers of the Allan, Dominion, Beaver and Hansa lines land here in summer, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.	2.30 P.M.	3053

WEEK DAYS.

EASTERN STANDARD TIME

WEEK DAYS

Places of interest

Railway & steamship connections

† Additional trains leave Quebec for Montreal at 8.00 a.m. (week days only) 11.00 p.m. daily, Sunday included, arriving Montreal at 2.10 p.m. and 6.30 a.m, Sunday train leaves Quebec at 12.15 p.m., arriving Montreal at 6.30 p.m.

lway

LE

Miles

East-bound Train	Miles from Vancouver
RIVE 2.30 P.M. WEEK DAYS	3053

laces of nter- est

Rail- ay & nam hip on- nec- ons

days only) nd 6.30 a.m,

MEMORANDA

Miles from Montreal	Westbound Train	STATIONS—Descriptive Notes	Eastbound Train	Miles from Van'Vr
	LEAVE		LEAVE	
165		**Loretto**	2.12	3046
159	No	**Belair**	1.57	3040
146	Stop	**Pont Rouge**	1.30	3027
142		**St. Bazile**	1.20	3023
137	2.09	**Portneuf**	1.13	3018
133		**Deschambault**	1.04	3014
130	No	**Lachevrotiere**	12.59	3011
127	Stop	**Grondines**	12.52	3008
119		**Ste. Anne de la Perade**	12.38	3000
114	2.45	**Batiscan**	12.28	2995
107		**Champlain**	12.14	2988
97		**Piles Junction**	P.M. 11.54	2978

Are ancient settlements, originally seignories, fronting upon the St. Lawrence. Powerful rivers come down from the hills at frequent intervals, giving water-power to almost every village. The fishing is excellent in all of these streams, and one of them (the Jacques Cartier) is a noted salmon river. All the villages are quaint and picturesque in the highest degree, and French is almost universally spoken. *Lorette* is mainly a settlement of Christianized Huron Indians, founded 250 years ago. *Portneuf* (pop. 2,500) is a thriving factory town devoted principally to shoemaking and wood-pulp. From *Piles Junction* a branch line extends to the farming district of GRAND PILES, 22 miles northward, near the great Shawanegan Falls in the St. Maurice, a stream affording fine fishing. Just below the falls is the prosperous village of Grand Mere, at which are the extensive works of the Laurentides Pulp Company.

95	3.22 P.M.	‖ **Three Rivers**—Population 10,000. At the mouth of the St. Maurice, and at the head of tide-water in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber, and over $1,000,000 has been invested in mills and booms above the city, where logs are accumulated. There are large iron works and machine shops here, making stoves and car wheels in great numbers from the bog-iron ore of the vicinity. Steamers ply daily to adjacent river villages.	11.47	2976
	St. Maurice River		Mills and iron works	
87		**Pointe du Lac**	11.24	2968
80		**Yamachiche**	11.10	2961
74	3.57	**Louiseville**	11.00	2955
70		**Maskinonge**	10.50	2951
64	No Stop	**St. Barthelemi**	10.39	2945
60		**St. Cuthbert**	10.29	2941
57	4.24	**Berthier Junc.**	10.23	2938
48	4.39	**Lanoraie**	10.07	2929
	P.M.		A.M.	

The route now lies across the lowlands stretching between the northern bank of the St. Lawrence and the hills which lie at a constantly increasing distance from the river. This is for the most part a

‖ Refreshment Stations.

East-bound Train	Miles from Vanc'vr
HAVE	
2.12	3046
1.57	3040
1.30	3027
1.20	3023
1.13	3018
1.04	3014
2.59	3011
2.52	3006
2.38	3000
2.28	2995
2.14	2988
P.M. 1.54	2978
1.47	2976
Mills and iron works	
1.24	2968
1.10	2961
1.00	2955
0.50	2951
0.39	2945
0.29	2941
0.23	2938
0.07	2929
A.M.	

MEMORANDA

Miles from Montreal	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vancouver
	LEAVE		LEAVE	
		perfectly level and closely cultivated plain, cut up into the narrow fields that characterize French farming districts throughout the older parts of Quebec, and result from the continual sub-division of bequeathed estates. The compact villages are very prosperous and much resorted to in summer by city people. In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings. Near *Louiseville* (pop. 1,800), where Lake St. Peter is seen, are the ST. LEON (Saline) SPRINGS, a popular watering-place and health resort. *Berthier* and *Lanoraie* junctions are the stations for populous river-landings of the same names, reached by short branch lines; the former has a population of 2,000.		
	Ancient customs		Lake St. Peter	
48		**Joliette Junc.** From *Joliette Junc.* diverge branch lines northward to JOLIETTE (pop. 3,500), ST. FELIX DE VALOIS (pop. 2,500) and St. Gabriel de Brandon. At *Terrebonne* the north branch of the Ottawa is crossed. Here are the limestone quarries which furnish most of the stone used in the neighboring cities, and in railway bridge-building, and other heavy masonry. The large building passed at *St. Vincent de Paul* is the provincial penitentiary. At *St. Martin Junction* the main transcontinental line is joined and followed around the base of Mount Royal into Montreal.		2929
43		**La Valtrie**	9.53	2924
39	No Stop	**Vaucluse**	9.45	2920
35		**L'Epiphanie**	9.38	2916
26		**St. Henri**	9.21	2907
23		**Terrebonne**	9.15	2904
17		**St. Vincent de Paul**	9.04	2898
	P.M.			
12	5.44	‖**St. Martin Junc.**	8.55	2894
10	5.52	**Bordeaux**	8.44	2896
5	6.05	**Mile-End**	8.35	2901
	WEEK DAYS.		WEEK DAYS.	
	ARRIVE		A.M.	
0	6.20 P.M.	**Montreal**—Place Viger Station and hotel, a new and handsome structure erected and operated by the Canadian Pacific Ry. Co.	‡8.20 LEAVE	2906

‖ Refreshment Stations.

‡ Additional trains leave Montreal for Quebec at 2.00 p.m. week days and 11.00 p.m. daily, Sundays included, arriving Quebec at 7.00 p.m. and 6.30 a.m. the following morning. Sunday train leaves Montreal at 3.30 p.m., arriving Quebec at 9.50 p.m.

MEMORANDA

Short Line

HALIFAX AND MONTREAL: 756 Miles

Atlantic Division

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	A.M.		P.M.	
0	8.00	**Halifax**—Population 40,000. The capital of Nova Scotia, and from its long association with the military and navy of the Mother Country, the most thoroughly British city on the continent. The fame of its magnificent harbor is known in every land, and it is universally acknowledged to be the finest in the world. Halifax is the present winter port for the English mail steamships, and is a British military and naval station. It is a strongly fortified city, chief of the fortifications being the Citadel, elevated 256 feet above sea-level, and commanding the city and harbor; McNab's and George's Islands in the harbor are also strongly fortified, the former said to be impregnable. The fortifications, the Arm, Bedford Basin, the Dockyard; Point Pleasant, a public resort owned by the Imperial authorities, and leased to the City of Halifax; the public buildings, gardens, etc., etc., are all worth a visit. Halifax has communication with all parts of the world by steamer and sailing vessels, and enjoys a very important trade with Europe, the United States, the West Indies, etc., etc.	8.50	3666
	Leave daily except Sundays		Arrive daily except Sundays	
	Halif'x		Communication by str. with West Indies, etc.	
9	8.20	**Bedford**		3657
14	8.30	**Windsor Junc.**	8.21	3652
40	9.11	**Shubenacadie**	7.40	3626
41	9.18	**Stewiacke**	*f* 7.33	3625
		The Dominion Atlantic Ry., whose trains from Halifax branch off at Windsor Junction to the west and south to Yarmouth, gives an alternate route to St. John, N.B., by a splendid steamer service across the Bay of Fundy, between Digby and that city. The railway traverses that land of national and romantic associations, the matchless Annapolis Valley, scene of many a stirring incident in olden days, and famed the world over as the home of Longfellow's *Evangeline*.	The Evangeline Route.	
62	9.55	**Truro**—Population 5,500. A pretty and thriving town in the midst of most picturesque scenery. Speckled trout	6.55	3604

f Flag Stations. Dining Car between Truro and Mattawamkeag.

New time bill will take effect Nov. 19th on Intercolonial Ry., and after that date passengers are requested to refer to current folder for time to and from points between St. John, N.B., and Halifax, N.S.

MEMORANDA

Miles from Halifax	West-bound Train	STATIONS—Descriptive Notes	East-bound Train	Miles from Vancouver
	LEAVE	and lake trout fishing on the lakes and streams within driving distance is always good, and a few salmon are killed in the rivers each season. Moose are found in the Stewiacke Mountains, and cariboo about Pembroke; grouse are plentiful, and geese, brant, duck, curlew and snipe are common in the spring and fall. From Truro a branch line runs to Pictou, where steamers depart for Charlottetown, Prince Edward Island, and another branch runs to New Glasgow and to Mulgrave, on the Straits of Canso, connecting with steamers for Cape Breton Island, and with the extension of the railway through the Island to the Sydneys, which are becoming great industrial centres, and from which historic Louisburg is now easily reached by rail. A capital service has been inaugurated between Sydney and Port aux Basque, Newfoundland—the sea voyage only occupying six nours—there connecting with the Newfoundland Northern & Western Rd., which traverses the centre of the island to St. John's on the eastern coast.	LEAVE	
	Trout and salmon fishing		Moose, cariboo & grouse shooting	
	A.M.			
79	10.26	**Londonderry**	6.22	3587
108	11.21	**Oxford Junction**	5.25	3558
121	11.50	**Spring Hill Junc.**	4.55	3545
138	12.20	**Amherst**	4.22	3528
148	12.41	**Sackville**	4.02	3518
179	1.45	**Painsec Junction**	2.59	3487
	P.M.	The Acadian Iron Works are three miles from *Londonderry*, a branch line extending to them. *Oxford* has extensive factories, a profitable industry being the manufacture of the celebrated Oxford cloths. From Oxford Junction a branch runs to Pugwash and to Pictou. Near *Spring Hill* are important coal mines—and from here a branch line extends to the watering place of Parrsboro on the Minas Basin. *Amherst* (pop. 4,000) is a flourishing little town with several good hotels. Shooting and fishing are both fair, the game comprising moose, geese and duck; and salmon trout are plentiful in the lakes. Near Amherst is the Chignecto ship railway (uncompleted) intended to connect the Straits of Northumberland with the Bay of Fundy, and a few miles further on are the remains of Fort Cumberland, of historic interest as the scene of hard-fought battles in the early days between the English and French. *Sackville* has a fine college and Methodist academies, and is situated in a choice grazing country. Railway connection is made with Cape Tormentine, from which Prince Edward Island is reached. From *Painsec Junction* a branch line extends to Point Du Chene, connecting with steamers for Summerside, Prince Edward Island.		
	Fishing and shooting		Minas Basin	

New time bill will take effect Nov. 19th on Intercolonial Ry., and after that date passengers are requested to refer to current folder for time to and from points between St. John, N.B., and Halifax, N.S.

East-bound Train	Miles from Vancouver
LEAVE	
Moose, caribou & grouse shooting	
6.22	3587
5.25	3558
4.55	3545
4.22	3528
4.62	3518
2.59	3487
Minas Basin	

y., and after for time to

MEMORANDA

Miles from Halifax	West bound Train	STATIONS—Descriptive Notes	East-bound Train	Miles from Vanc'v'r
	LEAVE		LEAVE	
186	2.05	‖**Moncton**—Population 10,000, situated on a bend of the Petitcodiac River. It is the centre of the Intercolonial Railway system and the head offices and workshops are located here. It has many important industries, prominent among which is a cotton factory. An interesting feature of the river is the "Bore" of the incoming tide, when the water rushes in with great force in a wave several feet high.	2.45	3480
	Head quarters of Intercolon'l Ry.		High tide	
	P.M.			
199	2.30	**Salisbury**	2.16	3467
209	2.50	**Petitcodiac**	1.58	3457
232	3.34	**Sussex**	1.15	3434
253	4.16	**Hampton**	12.33	3413
	P.M.	The first part of the journey from Moncton to St. John lies through an unattractive region, but between Petitcodiac and Sussex is a fine farming country, and many pretty views are obtained from the train. In the beautiful Kennebecasis Valley are some of the finest New Brunswick farms. A great many small lakes lie to the East and South, where large trout are abundant. In the immediate vicinity is a wealth of scenery, the rounding hills and abrupt heights forming pictures that cannot fail to please.	P.M.	
	Picturesque scen'ry		Hills and heig'ts	
	P.M.			
275	4.15	‖**St. John, N.B.**—Population 45,000. The wonderful "new city" that rose from the ashes of the terrible conflagration which destroyed old St. John in June, 1877, devastating nine miles of streets and causing a loss of between twenty and thirty millions of dollars. But her citizens were resolute and enterprising, and stately buildings soon filled the great gap left by the flames, and there is nothing to indicate the awful calamity to-day. Old St. John, with all her romantic tokens of French rule and Acadian simplicity, is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city—a winter port for the Atlantic steamers—and a great feature is the Bay of Fundy and the grand harbor, an inspection of the fine wharves and different craft being always of special interest to a visitor. The St John River, "the Rhine of America," with its wonderful "reversible cataract," should be seen by every visitor; also the fine suspension bridge and railway cantilever bridge near the falls. Close to the city, on the Kennebecasis River, is one of the finest rowing courses in the world. A trip up the St. John River to Fredericton by steamer will reveal all the changing beauties of that stream. Steamers ply every week day between St. John and Digby, where connection is	11.50 A.M.	3391
	Stately buildings			
	Bay of Fundy		St. John River	
	Daily, except Sunday		Alternate route to Halifax.	

‖ Refreshment Stations.

New time bill will take effect Nov. 19th on Intercolonial Ry., and after that date passengers are requested to refer to current folder for time to and from points between St. John, N.B., and Halifax, N.S.

East-bound Train	Miles from Vanc'vr
LEAVE	
2.45	3480
High tide	
2.16	3467
1.58	3457
1.15	3434
12.33 P.M.	3413
Hills and heig'ts	
11.50 A.M.	3391
Daily, except Sunday	
St. John River	
Alternate route to Halifax.	

y., and after
r for time to

MEMORANDA

Miles from Halifax	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vanceboro
	LEAVE	made with the Dominion Atlantic Ry. for Halifax and Yarmouth, this being a favorite route between the chief cities of the two provinces; and the International Line of steamers give connection with Eastport, Me., Portland and Boston. Good trout fishing and shooting can be had near the city.	A.M.	
277	4.25	**Fairville**	11.40	3389
289	*v* 4.45	**Westfield Beach**	*f*11.21	3377
299	*v* 5.00	**Welsford**	*f*11.05	3367
312	*v* 5.20	**Hoyt**	*f*10.43	3354
319	5.35 P.M.	**Fredericton Junc.**	10.30 A.M.	3347
		These are stations of minor importance to the tourist. At *Fredericton Junction* connections are made for the city of Fredericton, sometimes called "the Celestial City." Population 10,000. It is the capital of New Brunswick, and is well worth a visit.		
340	*v* 6.15	**Harvey**	*f* 9.52	3326
359	6.55	**McAdam Junc.**	9.20	3307
	St. Andrews Seaside Resort	At *McAdam Junction* connections are made for Woodstock, N.B., Houlton, Me., and Presque Isle, Me., to the north, and for Calais, Me., St. Stephen, N.B., and the beautiful watering place, St. Andrews, N.B., to the south. St. Andrews is situated on Passamaquoddy Bay, and for natural advantages is not surpassed by any point on that portion of the Atlantic coast.		
365	7.15	‖**Vanceboro**—The first station after crossing the boundary between New Brunswick and the State of Maine. It lies close to the beautiful St. Croix river, the outlet of the boundary chain of lakes, and is an excellent point for the sportsman.	A.M. 9.00 St. Croix River	3301
370	*o* 7.23	**Lambert Lake**	*o* 8.46	3296
381	*o* 7.42	**Forest**	*o* 8.28	3285
386	*o* 7.49	**Eaton**	*o* 8.21	3280
391	8.01	**Danforth**	8.12	3275
400	*o* 8.15	**Bancroft**	*o* 7.57	3266
412	*o* 8.36	**Kingman**	*o* 7.38	3254
		The country about these stations is wild and rugged, and intersected by streams and lakes—a good territory for the sportsman. The villages are all new and progressive.		
421	8.53	**Mattawamkeag**	7.23	3245
428		**Chester**		3238
442	*o* 9.28	**Sebois**	*o* 6.43	3224
457	*o* 9.50	**Lake View**	*o* 6.23	3209
463	10.20	**Brownville Junc.**	6.05	3203
481	*o*10.58 P.M.	**Onawa**	*o* 5.21 A.M.	3185
		Here the Penobscot river is crossed, and many canoeists make this station their objective point, descending the river from Moosehead lake, a trip that offers great inducements in the way of fishing and scenery. At *Brownville Junction* the line of the Katahdin Iron Works Railway is crossed. The scenery along this section of the line is considered to rank amongst the finest in	Good fishing and h'nting	

f Flag Stations ‖ Refreshment Stations. *o* Stops to leave passengers from, or to take on passengers for, stations shown as regular stopping points which are not designated by "*o*." *v* Stops to take on passengers for west of Mattawamkeag.
Through Sleeping Cars run between Montreal and Halifax in both directions.

East-bound Train	Miles from Vase r r
A.M. 11.40	3389
f11.21	3377
f11.05	3367
f10.43	3354
10.30 A.M.	3347
f9.52	3326
9.20	3307
A.M. 9.00	3301
St. Croix River	
8.46	3296
8.28	3285
8.21	3280
8.12	3275
7.57	3266
7.38	3254
7.23	3245
	3238
3.43	3224
3.23	3209
3.05	3208
5.21	3185
.M.	
ood hing nd ting	

ngers from, which are awamkeag. directions.

MEMORANDA

I. O. U.

$ 10 00

[3]

Miles from Halifax	West-bound Train	STATIONS—Descriptive Notes	East-bound Trains	Miles from Vancouver
	Lake Onawa	Maine, Lake Onawa being, perhaps, as pretty as any of the numerous waters. At Wilson stream the road runs close to the base of Boarstone Mountain. The two stately iron bridges will be noticed before Greenville is reached. The fishing and shooting of this section is exceptionally good.		
	P. M.		A. M.	
497	11.35	**Greenville Junc.**	4.47	3169
507	11.56	**Moosehead**	4.25	3159
515	*No*	**Askwith**	*No*	3151
524	*Stop*	**Mackamp**	*Stop*	3142
530	A. M.	**Long Pond**		3136
537	12.53	**Jackman**	3.34	3129
550	*o* 1.18	**Holeb**	*o* 3.10	3116
561	1.45	**Lowelltown**	2.50	3105
	A. M.			
	Moosehead Lake	Is a busy little town on the shore of Moosehead Lake, the grandest of all the countless waters of Maine. This is a very popular point with those who love the rod and rifle, as within easy reach are any number of trout waters and rare good shooting grounds, moose, caribou, deer, bear, grouse, etc., being found within a short distance. There are several hotels that offer excellent accommodation. Guides, canoes, etc., can be obtained on the spot. Moosehead Lake is about forty miles long by from one to fifteen wide, and its scenery is unsurpassed. From Greenville station steamers run to all the points of interest, including Mount Kineo and the popular hotel at its base, the Kineo House. *Moosehead* is a small station, also upon the lake shore. Near *Askwith* station the Kennebec river leaves Moosehead lake. Trout Brook is, as its name indicates, close to a good fishing water. From *Jackman* the Moose river and its chain of lakes are easily reached, where game and fish are abundant. Long Lake is a water of this chain. *Holeb*, *Caswell* and *Lowelltown* are small stations near the boundary between Maine and Quebec.	St'mer from Greenville to Mount Kineo.	
	Game and Trout			
	A. M.		A. M.	
565		**Boundary**		3101
574	2.20	**Ditchfield**	2.20	3092
581	2.40	**Megantic**	2.05	3085
589		**Spring Hill**		3077
595		**Milan**		3071
605	3.30	**Scotstown**	1.01	3061
611		**Gould**		3055
619	*v* 3.55	**Bury**	*v* 12.35	3047
628	4.14	**Cookshire**	12.13	303
		We now reach the boundary mountains which divide the State of Maine from the Province of Quebec, and the remainder of the journey is through Canadian territory.	A. M.	
		Lake Megantic is twelve miles long by from one to four wide, and like Moosehead it is a favorite spot with sportsmen. Near Lake Megantic is Spider Lake, the "Geneva of Canada," where the Club House of the Megantic Fish and Game Club is located. At *Megantic Station* sportsmen can find fairly good accommodation, and secure guides for a shooting or fishing trip.	Lake Megantic	
	Spider Lake			

f Flag Stations. *o* Stops to leave passengers from, or to take on passengers for, stations shown as regular stopping points which are not designated by "*o*."
v Stops on signal for passengers to or from Sherbrooke or Megantic and beyond.

East-bound Trains	Miles from Vanc'v
A.M.	
4.47	3169
4.25	3159
	3151
No	3142
Stop	3136
3.34	3129
3.10	3116
2.50	3105
t'mer from Green-ville to Mount Kineo.	
A.M.	3101
2.20	3092
2.05	3085
	3077
	3071
1.01	3061
	3055
12.35	3047
12.13	303
A.M.	
Lake Megan tic	

on passengers
nated by "o.
c and beyond.

MEMORANDA

Miles from Halifax	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vanc'r
	LEAVE	From here, Levis (opposite Quebec) is reached by the Quebec Central Ry.	ARRIVE	
633		**Birchton**		3033
635	*No*	**Bulwer**	*No*	3031
639	*Stop*	**Johnville**	*Stop*	3027
646	4.50	**Lennoxville**	11.34	3020
648	5.05	**Sherbrooke**	11.22	3018
	A.M.		P.M.	

At *Lennoxville* distant three miles from Sherbrooke, connections are made with the Boston & Maine Railroad, running south to the summer resort of Newport, Vt., situated at the southern end of Lake Memphremagog, where it connects with the Montreal & Boston Air Line of the Canadian Pacific Railway. *Sherbrooke*, the metropolis of the English-speaking district of the Eastern Townships, is an exceedingly pretty place, with a population of about 12,000, and possessing many busy factories and business establishments that compare well with those of much larger cities. Here connection is again made with the Quebec Central to Levis, opposite Quebec. The rapid Magog and St. Francis rivers unite their currents here, and the falls of the Magog are well worth seeing.

	Magog and St. Fr'ncis rivers		Falls of the Magog	
656	A.M.	**Rock Forest**	P.M.	3010
667	5.40	**Magog**	10.45	2998
678		**Eastman**		2987
681		**South Stukely**		2984
686	6.20	**Foster**	10.10	2979
689		**Fulford**		2976

Magog is situated upon the shore of Lake Memphremagog—a magnificent sheet of water dotted with many islands and surrounded by rugged heavily wooded hills. This lake is a justly popular resort for summer tourists who never weary of its lovely scenery. Its two famous mountains—Elephantis and Owl's Head, are the most imposing of the neighboring heights. From Magog Station a steamer makes a circuit of the lake daily, during the summer season, touching at all important points, including the fashionable resort of Newport, Vt., at the southern extremity. This cruise by steamer forms a delightful side-trip and reveals all the beauties of the lake. At *Foster* the Sutton Junction and Drummondville Branch of the Canadian Pacific Ry. is crossed.

	Owl's Head			
	Str. to Newpo't, Vt			
	A.M.			
695	† 6.35	**West Shefford**		2967
706	6.58	**Brigham Junc.**	9.37	2956
712	7.10	**Farnham**	9.25	2950
716		**Ste. Brigide**		2946
724		**Iberville Junc.**		2938
725	† 7.32	**Iberville**		2937
726	7.37	**St. Johns**	9.00	2936
730		**L'Acadie**		2932
737	*e* 7.54	**St. Philippe**		2925

At *Brigham Junction* the Montreal and Boston Air Line diverges for the White Mountains and Boston, and at *Farnham* the Stanbridge and St. Guillaume Branch of

e Stops Tues. and Fri. only. † Flag Stations. ‡ Stops only for passengers for Montreal or beyond.

Dining Car Mattawamkeag to Truro

East bound Train	Miles from Vanc'v
ARRIVE	
	3033
No Stop	3031
	3027
11.34	3020
11.22 P.M.	3018
Falls of the Magog	
P.M.	3010
10.45	2998
	2987
	2984
10.10	2979
	2976
	2967
9.37	2956
9.25	2950
	2946
	2938
	2937
9.00	2936
	2932
	2925
passengers for	

MEMORANDA

Miles from Halifax	Westbound Train	STATIONS—Descriptive Notes	Eastbound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
742		**St. Constant**		2920
747	8.12	**Adirondack Junc.**	8.24	2916
749		**Highlands**		2914
751	8.23	**Montreal Junc.**	8.17	2911
754	* 8.30	**Westmount**	* 8.09	2908
756	8.35	‖ **Montreal,** Windsor St.	8.05	2906
	A.M.		P.M.	

Arrives Daily except Mondays

Leaves Daily except Saturdays

Lach'e Rapids

Wind'r St. Stn

the Canadian Pacific Railway is crossed. From *Iberville Junction* the United Counties Railway runs to St. Hyacinthe and Sorel. Crossing the broad St. Lawrence by the wonderful new steel bridge a fine view is obtained up and down the river. Just below are the famous Lachine Rapids. This bridge was built by the Canadian Pacific Railway. The channel spans are each 408 feet long and lofty enough to allow the passage of the largest steamers, and it is justly considered one of the engineering triumphs of the century. On the north shore of the St. Lawrence we reach the pretty little village of *Highlands*—thence on to *Montreal Junction*, from whence the several lines of the Canadian Pacific Railway extend to Toronto, Hamilton, Niagara Falls, Buffalo, London, Detroit, Chicago, Quebec, Ottawa, Winnipeg, Sault Ste. Marie, St. Paul, New York and Boston. There we finally roll along the elevated tracks, until the train stops under a lofty ceiling and we have arrived at the stately stone structure known as the Canadian Pacific Railway Co.'s Windsor St. Station, Montreal.

* Stops at Westmount to take on and let off passengers for or from Newport or Sherbrooke (including St. Johns) and beyond. ‖ Refreshment Stations.

Miles from Vanc'v r
2920
2916
2914
2911
2908
2906

Leaves Daily except

MEMORANDA

Connecting Routes to and from Montreal.

Northbound Trains		STATIONS—Descriptive Notes	Southbound Trains	
		Montreal is but a day's or a night's ride from the principal cities of the United States on the North Atlantic seaboard—New York, Boston and Portland, Me.—and there is a choice of several routes from the first-named place.		
		New York and Montreal: 384 miles.		
Lv. A.M.	Lv. P.M.	**ADIRONDACK ROUTE, VIA N. Y. CENTRAL.**	P.M.	A.M.
†8 30	*7·30	**New York** — ROUTE I.—Is by the New York Central up the east shore of the picturesque Hudson River to Albany, N. Y.; thence via Utica and the attractive summer resorts of the Adirondack Mountains (Saranac Lake, Paul Smith's, Loon Lake, etc.), crossing the St. Lawrence River on the Canadian Pacific Bridge above the Lachine Rapids, and into their Windsor Street Station at Montreal. This trip may be pleasantly varied in summer by taking the steamer in the morning from New York up the Hudson to Albany, and thence by rail as above.	†10.00 Ar.	*8.55 Ar.
Ar. †9.20 P.M.	Ar. *9.45 A.M.	‖ **Montreal**	A.M. †8.25 Lv.	P.M. *7.00 Lv.
	Lv. P.M.	**CENTRAL VERMONT ROUTE, VIA TROY AND RUTLAND.**	P.M.	A.M.
	*6.25	**New York** — ROUTE II.—Is by the New York Central to Troy and thence Central Vermont via the east shore of Lake Champlain, Montreal being reached at Bonaventure Station, from which transfer can be made to Canadian Pacific Windsor Street Station.	†10.00 Ar.	*7.20 Ar.
	Ar. *7.40 A.M.	‖ **Montreal**	A.M. †9.00 Lv.	P.M. *6.50 Lv.
Lv. A.M.	Lv. P.M.	**D. & H. ROUTE, VIA TROY AND SARATOGA.**	P.M.	A.M.
†8.45	*6.25	**New York** — ROUTE III.—Is also by the New York Central to Troy, thence Delaware & Hudson R.R. via the west shore of Lake Champlain. This route can be varied in summer via steamer through Lakes George and Champlain at an expenditure of about 12 hours' time and slight additional cost in price of ticket.	†8.45 Ar.	*7.20 Ar.
Ar. †8.45 P.M.	Ar. *7.15 A.M.	‖ **Montreal**	A.M. †8.40 Lv.	P.M. *7.00 Lv.

‖ Refreshment Stations.
* Daily, Sundays included.
† Daily, except Sunday.

MEMORANDA

Northbound Trains		STATIONS—Descriptive Notes	Southbound Trains	
		Boston and Montreal: 341 miles.		
Lv. A.M.	Lv. P.M.	VIA MONTREAL & BOSTON AIR LINE.	Ar. P.M.	Ar. A.M.
†10.00	*8.45	**Boston**—From *Boston* there is a through service by Canadian Pacific trains. The route traverses the most interesting parts of New England, skirts the White Mountains of New Hampshire, and runs through the rich valleys of Northern Vermont, with the Green Mountains in view, and along Lake Memphremagog, and through the English-settled portion of Southern Quebec to Montreal, crossing the St. Lawrence by the Canadian Pacific Cantilever Bridge, just above the city, and stopping at the Windsor Street Station, from which transcontinental trains depart.	†8.00	*7.30
P.M.	A.M.		P.M.	A.M.
†2.00	12.30	**Plymouth**	4.15	*3.20
	12.35		P.M.	P.M.
5.40	4.50	**Newport**	l12.55	l 11.35
	A.M.		a12.40	a11.15
Ar. P.M.	Ar. A.M.	**Montreal**	A.M. †9.00 Lv.	P.M. *7.45 Lv.
		Portland, Me., and Montreal: 286 miles.		
Lv. A.M.		VIA WHITE MOUNTAINS.	Ar. P.M.	
†8.50		**Portland**—From *Portland*, the route lies through Southern Maine and Central New Hampshire, entering the famed White Mountains at North Conway, and crossing the startling Crawford Notch to Fabyan's and Lunenburg, and thence to St. Johnsbury, Vermont, from which the same route as from Boston is followed to Montreal. Maine Central trains run from Portland to St. Johnsbury, where connection is made with Canadian Pacific trains. During the summer months through sleeping and parlor cars are run between Portland and Montreal.	†7.55	
P.M. †12.30		**Fabyan's**	†4.20	
4.00		**St. Johnsbury**	2.22	
a5.30			P.M.	
l5.40		**Newport**	l12.55	
P.M.			a12.40	
Ar. †9.15 P.M. Ar.		**Montreal**	A.M. †9.00 Lv.	

‖ Refreshment Stations.
* Daily, Sundays included.
† Daily, except Sunday.

uthbound
Trains

r.	Ar.
M.	A.M.
.00	*7.30

M.	A M.
.15	*3.20

M.	P.M.
2.55	11.35
2.40	a11.15

.M.	P.M.
.00	*7.45
v.	Lv.

Ar.
.M.
7.55

1.20

2.22
P.M.
12.55
12.40

A.M.
9.00
Lv.

MEMORANDA

Transcontinental Rail Route

MONTREAL and VANCOUVER: 2906 Miles

Eastern Division, Montreal to Fort William: 998 Miles

Miles from Montreal	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vancouver
	A.M.		P.M.	
0	9.30	**Montreal**—(Windsor Street Station)—Population (with suburbs) 350,000. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa Rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1760. For many years it was the chief centre of the fur trade. Atlantic steamships of the Allan, Dominion, Beaver, Hansa and other lines run here. The St. Lawrence river and canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade, and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences and superior hotels, the most recent addition to the latter being the Place Viger Hotel, combined with the C.P.R.'s East End Station, which is operated by the Company. Trains run direct to New York, Boston and Portland, as well as to all Canadian cities; and the transcontinental trains of the Canadian Pacific Railway run to the Pacific Coast without change. Trains for Toronto, Detroit, Chicago, St. John, N.B., Halifax, New York, Boston, Portland, Sault Ste. Marie, Duluth, Winnipeg, Vancouver, St. Paul and Minneapolis and for Ottawa (by both the new Short Line and North Shore Line) depart from Windsor Street Station. From the Place Viger Station at the east end, trains run to Ottawa, Quebec, Labelle, in the Laurentian Mountains and local points.	6.10	2906
	LEAVE		ARRIVE	To New York 384, to Boston 342
	Daily.		Daily.	
	EASTERN TIME (East of Port Arthur)		About five days from Vancouver	
	Dining Car Montreal to Fort William		Railway connections	

1 Refreshment Stations.

oute

998 Miles

East-bound Train	Miles from Vancouver
P.M. 6.10 ARRIVE	2906
	To New York 384, to Boston 342
Daily.	
About five days from Vancouver	
Railway connections	

MEMORANDA

Miles from Montreal	Westbound Train LEAVE	STATIONS—DESCRIPTIVE NOTES	Eastbound Train LEAVE	Miles from Vancouver
5	9.42	**Montreal Junc.**—This is the point of junction for trains from and to the Maritime Provinces, New York, Boston and Portland, and all trains to the west. It is rapidly becoming a residential suburb of Montreal and already streets have been laid out and many private residences built. The neighborhood is remarkable for its apple orchards, the world-renowned Fameuse being grown here to perfection, and the line to this point from Montreal crosses all streets and residential parts on overhead bridges.	6.00	2901
10		**Bordeaux**—Rapids of a branch of the Ottawa, where is the famed Sault aux Recollet Convent.		2896
12	10.11	**St. Martin Junction**—Divergence of line to Quebec.	5.28	2894
17		**Ste. Rose**		2889
20		**Ste. Therese Junc.**	5.13	2886
27		**St. Augustin**		2879
32	No	**Ste. Scholastique**		2874
37	Stop	**St. Hermas**	No	2869
44		**Lachute**		2862
49		**St. Philippe West**	Stop	2857
57		**Grenville**		2849
		Ste. Rose, at the crossing of the north branch of the Ottawa, is a charming French village, and a favorite place of summer residence. From here to Ottawa the line follows the northern bank of the Ottawa, and frequent views are had of its broad waters bearing numerous steamboats, lumber barges and rafts of timber. The valley is divided into narrow, well-tilled French farms, mostly devoted to dairy products. Picturesque villages are passed at frequent intervals. Streams coming down from the Laurentian Hills at the north afford frequent water-powers and good fishing. At *Ste. Therese Junc.* three branch lines diverge through a picturesque country, a perfect network of lakes and streams, to ST. LIN, ST. JEROME, STE. AGATHE, ST. JOVITE, LABELLE and ST. EUSTACHE, which during the season attracts anglers in large numbers.		
	A.M.		P.M.	
59	11.32	**Calumet**	4.08	2847
65		**Pointe au Chene**		2841
74		**Montebello**		2832
79		**Papineauville**		2827
84		**North Nation Mills**		2822
90	No	**Thurso**		2816
94	Stop	**Rockland**		2812
100		**Buckingham**	No	2806
104		**L'Ange Gardien**	Stop	2802
109		**East Templeton**		2797
114		**Gatineau**		2792
119		**Hull**		2787
		Lachute (pop. 2,000) has large paper mills and wood-working and other industries, and is an important shipping point for dairy products. The Ottawa Valley Railway runs from Lachute to Geneva and St. Andrew. At *Calumet* are extensive sawmills, and these occur frequently all along the river. Across the river are the celebrated Caledonia Mineral Springs—a much frequented health resort, with good		

‖ Refreshment Stations.

Eastbound Train LEAVE	Miles from Vancouver
6.00	2901
	2896
5.28	2894
	2889
5.13	2886
	2879
	2874
	2869
No	2862
Stop	2857
	2849
P.M.	
4.08	2847
	2841
	2832
	2827
	2822
	2816
	2812
No	2806
Stop	2802
	2797
	2792
	2787

MEMORANDA

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	hotels and attractive surroundings, which is reached from Montreal and Ottawa by the newly opened Short Line between these cities. From *Buckingham* station a short branch-line extends northward to phosphate, mica and plumbago mines, from which great quantities of these minerals are shipped. Just beyond this station, the main line of the railway crosses, by an iron bridge, directly over the magnificent falls of the Lievre River. Crossing the Gatineau River, the Government Buildings at Ottawa come into view on a high cliff at the left—a striking group. From *Hull* (pop. 12,000) an electric railway runs north of the Ottawa to AYLMER, from which the Pontiac Pacific Junction Ry. is extended seventy miles. Leaving Hull, the main line swings round, crosses a long iron bridge from which a fine view of the Chaudiere Falls is obtained, and enters Ottawa, in the Province of Ontario.	LEAVE	
	Mines		Phosphate mines	
			P.M.	
120	Ar 1.10 Lv 1.25 P.M.	**Ottawa**—Pop. 58,000. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here interrupt the navigation of the Ottawa River, afford water-power for a host of saw-mills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city, which like Quebec is divided into Upper and Lower Town, stands on high ground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government Buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant. A branch of the Canadian Pacific Railway extends southward to PRESCOTT, on the St. Lawrence, where ferry connection is made with Ogdensburg, N. Y. and rail lines to New York. The Canada Atlantic Railway runs from here to Lake Champlain.	L 2.35 A 2.20	2786
	Capital of the Dominion		Lumber making	
123	No Stop	**Skead's**	Leaving Ottawa the railway follows the south bank of the Ottawa River for a distance, and on its wide stretches may be seen enormous quantities of saw-logs held in "booms" for the use of the mills below.	No Stop	2783
125		**Britannia**			2781
129		**Bell's Corners**			2777
135		**Stittville**			2771
144		**Ashton**			2762
148	2.24 P.M.	**Carleton Place (Junction)**—Pop. 5,000. Junction of a branch-line running south to Brockville on the St. Lawrence River, crossing the Montreal-and-Toronto line at SMITH'S FALLS. At *Carleton Place* are large saw-mills, railway and other workshops.	1.20 P.M.	2758

‖ Refreshment Stations.

MEMORANDA

Miles from Vancouver

2786

2783
2781
2777
2771
2762

2758

Miles from Montreal	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vancouver
	LEAVE P.M.		LEAVE P.M.	
155	2.39	**Almonte**	1.02	2751
158		**Snedden**		2748
163		**Pakenham**		2743
172	3.09	**Arnprior**	12.29 P.M.	2734
175	No Stop	**Braeside**	No Stop	2731
177		**Sand Point**		2729
183		**Castleford**		2723
187		**Russell**		2719
190	3.49	**Renfrew**	11.53 A.M.	2716
199		**Haley's**		2707
206	No	**Cobden**		2700
211	Stop	**Snake River**	No Stop	2695
215		**Graham**		2691
219		**Government Road**		2687

Proceeding from Carleton Place, the line takes a north-westerly course, still following the beautiful Ottawa Valley, which, to Pembroke and beyond, is well cultivated by English, Scotch and German farmers. Large clear streams come rushing down to the Ottawa from the hills at the west, and these, and the Ottawa as well, afford fine fishing—maskinonge, trout and bass being common. There are frequent bright and busy manufacturing towns and saw-mills occur at favorable places all along the river. At *Almonte* (pop. 3,500) are large woollen mills and other manufactories. *Pakenham* (pop. 2,200) and *Arnprior* (pop. 4,000) are also important manufacturing points. From *Renfrew* (pop. 3,500) the Atlantic & N.W. Branch runs to Eganville and it is also the junction of the Kingston & Pembroke Ry., extending southward through a district abounding in iron to KINGSTON (on the St. Lawrence). *Pembroke* (pop. 5,300) is the most important town on this section of the line, having many substantial industries and commanding a large part of the trade of the lumbering districts towards the north. The Ottawa River is again navigable for a considerable distance above and below, and steamboats are frequently seen. From Pembroke to Mattawa the railway continues along the west bank of the Ottawa, whose valley narrows and the Ottawa flows deeply between the increasing hills. Little towns are growing up around the saw-mills, which occur wherever water-power is to be had. As the wilder country is approached, opportunities for sport with gun and rod increase. *Chalk River* is a divi-

Factories

Fifth Day

Kingston and Pembroke Ry.

Timber mills

Fish and game

224	4.55	**Pembroke**	10.49	2682
229	*f* 5.07	**Stafford**	*f* 10.35	2677
235	*f* 5.18	**Petewawa**	*f* 10.27	2671
241	*f* 5.31	**Thistle**	*f* 10.15	2665
246	5.50	**Chalk River**	10.05	2660
251	*f* 6.01	**Wylie**	*f* 9.50	2655
256	*f* 6.10	**Bass Lake**	*f* 9.43	2650
261	*f* 6.25	**Moorlake**	*f* 9.32	2645
270	*f* 6.43	**Mackey**	*f* 9.12	2636
274	*f* 6.51	**Rockliffe**	9.04	2632
284	*f* 7.13	**Bissett**	*f* 8.46	2622
297	*f* 7.45	**Deux Rivieres**	*f* 8.19	2609
308	*f* 8.07 P.M.	**Klock**	*f* 8.00 A.M.	2598

f Flag Stations.

East-bound Train	Miles from Vanc'vr
LEAVE	
P.M.	
1.02	2751
	2748
	2743
12.29	2734
P.M.	2731
No	2729
Stop	2723
	2719
11.53	2716
A.M.	2707
	2700
No	2695
Stop	2691
	2687
FIFTH DAY	
Kingston and Pembroke Ry.	
10.49	2682
*f*10.35	2677
*f*10.27	2671
*f*10.15	2665
10.05	2660
*f*9.50	2655
f 9.43	2650
f 9.32	2645
f 9.12	2630
9.04	2632
f 8.46	2622
f 8.19	2609
f 8.00	2598
A.M.	
Fish and game	

MEMORANDA

Miles from Montreal	Westbound Train	STATIONS—Descriptive Notes	Eastbound Train	Miles from Vancouver
	LEAVE P.M.	sional point, with an engine-house and the usual railway	LEAVE A.M.	
318	8.30	**Mattawa** buildings and appurtenances.	7.41	2588
324		**Calvin**		2582
331	ƒ8.56	**Eau Claire** *Mattawa* (pop. 2,000) is an old	ƒ7.13	2575
337	9.15	**Rutherglen** fur-trading post	ƒ7.01	2569
344	ƒ9.30	**Bonfield** of the Hudson's Bay Company,	ƒ6.46	2562
348	ƒ9.38	**Nasbonsing** but at present of most importance	ƒ6.38	2558
358	ƒ9.57	**Thorncliff** as a distributing point for the lumbering districts and agricultural country about Lake Temiskaming, with which it is connected by rail and steamer. It is a favorite centre for moose hunters, and guides and supplies for shooting expeditions may always be obtained here. An attractive point for tourists is Lake Temiskaming and no more enjoyable canoeing can be imagined than in exploration of these waters which abound in fish, as the country does in game. To the south of the railway is Algonquin Park, established by the Ontario Government as a forest and game preserve. At Mattawa the line leaves the Ottawa and strikes across toward Lake Nipissing, through a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding sawmills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway here, as in many other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows. Callander (now called Bonfield) was originally intended as the eastern terminus of the C.P.R., to which connecting roads would run, but with the change of control from Government to Company the transcontinental line was extended to Montreal. A mile beyond Thorncliff is Nipissing Junction, the junction of the G.T. Ry. from Toronto, etc., coming north by way of Lake Simcoe and the Muskoka lakes. Its trains run on to North Bay, where connection with the C. P. Ry. trains is made (see page 72).	ƒ6.18	2548
	Game		Valley of the Mattawa	
	Grand Trunk Ry.		Change Cars for Toronto	
364	10.30 P.M.	‖**North Bay**—Pop. 2,500. The capital town of the Nipissing District, situate on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops etc., and there are very good hotels. From North Bay to *Heron Bay*, on Lake Superior,	6.05 A.M.	2542
	Lake Nipissing			
374	ƒ10.48	**Beaucage**	ƒ5.24	2532
378		**Meadowside**		2528
387	11.10	**Sturgeon Falls**	5.02	2519
390	ƒ11.16	**Cache Bay**	ƒ4.55	2516

‖ Refreshment Stations. ƒ Flag Stations.

East-bound Train	Miles from Vancouver
LEAVE A.M.	
7.41	2583
	2582
*f*7.13	2575
*f*7.01	2569
*f*6.46	2562
*f*6.38	2558
*f*6.18	2548
Valley of the Mattawa	
Change Cars for Toronto	
6.05	2542
A.M.	
*f*5.24	2532
	2528
5.02	2519
*f*4.55	2516

tations.

MEMORANDA

Miles from Montreal	Westbound Train	STATIONS—Descriptive Notes	Eastbound Train	Miles from Vancouver
	LEAVE		LEAVE	
398	*f*11.31	**Verner**	*f*4.39	2508
407	*f*11.46	**Warren**	*f*4 22	2499
412	A.M.	**Hagar**		2494
419	*f*12.05	**Markstay**	*f*4.00	2487
427		**Stinsons**		2479
431	*f*12.27	**Wahnapitae**	*f*3.36	2475
436		**Romford**		2470

the line traverses a comparatively wild region, where forests, meadows, lakes and rocky ridges alternate. The scenery is striking and in places extremely interesting. There are wide interva's of good agricultural land, and the settlements already extend for 100 miles beyond Lake Nipissing; but timber cutting is as yet the principal industry. The lands belong to the Province of Ontario, and are open to settlers. The large, clear, rock-bound lakes are in places so numerous that, with their connecting arms, they form a labyrinth of waters covering great areas and offering matchless opportunities to sportsmen and canoeists. Bear, moose and deer abound throughout this region, and the fishing in the many lakes and rivers is capital. *Sturgeon Falls* is a thriving village with a saw-mill and several churches.

Sporting opportunities

Timb'r

			A.M.	
448	12.52	‖**Sudbury**	3.10	2463
450	*f*1.12	**Rayside**	*f*2.47	2456
455	*f*1.23	**Chelmsford**	*f*2 36	2451
461	*f*1.34	**Larchwood**	*f*2.23	2445
464		**Phelans**	*f*2.18	2439
478	2 30	**Cartier**	1.50	2428
490	*f*2.52	**Straight Lake**	*f*1.17	2416
498	*f*3.08	**Pogamasing**	*f*12.54	2408
515	*f*3.39	**Metagama**	*f*12.19	2391
533	4.15	**Biscotasing**	11.42	2373
549	*f*4.48	**Ramsay**	11.09	2357
565	*f*5.16	**Woman River**	*f*10.41	2341
581	*f*5.49	**Ridout**	*f*10.04	2325
599	*f*6.25	**Nemegosenda**	*f*9.27	2307
	A.M.		P.M.	

Sudbury, (pop. 2000) a branch line leads off to Lake Huron, and thence along its shore and the Ste. Marie River to SAULT STE. MARIE, 179 miles, at the outlet of Lake Superior, where an immense iron bridge affords connection with two American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis, and thence on through Minnesota and North Dakota to Moose Jaw, in Assiniboia, on the Main Line of the C.P.R. Transcontinental passengers in summer by taking the "Soo" train from Montreal at 10.00 p.m., Mondays, Wednesdays and Fridays, can travel to Sault Ste. Marie by this branch line and thence take steamship to Ft. William without losing time. Within a few miles of Sudbury, and reached by two short branch lines of railway, are the most extensive copper and nickel deposits known in the world. Large quantities of the ores have been shipped from the mines, and a num-

Copper nickel and gold

‖ Refreshment Stations. *f* Flag Stations.

East-bound Train	Miles from Vanc'v'r
LEAVE	
*f*4.39	2508
*f*4 22	2499
	2494
*f*4.00	2487
	2479
*f*3.36	2475
	2470
Timb'r	
A.M.	
3.10	2463
*f*2.47	2456
*f*2.36	2451
*f*2.23	2445
*f*2.18	2439
1.50	2428
*f*1.17	2416
*f*12.54	2408
*f*12.19	2391
11.42	2373
11.09	2357
*f*10.41	2341
*f*10.04	2325
*f*9.27	2307
P.M.	

ions.

MEMORANDA

Miles from Montreal	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vanc'vr
	LEAVE	ber of smelting furnaces are in operation near Sudbury reducing the ores on the spot. Approaching *Onaping* a good view of the high falls of the Vermillion River is to be had for a moment; and from here to Biscotasing the scenery is particularly fine. *Cartier* is a divisional point, with the usual collection of sidings and railway structures. *Biscotasing*	LEAVE	
	FIRST DAY		Min'ng	
	A.M.		P.M.	
616	7.10	**Chapleau**	8.55	2290
630	f 7.36	**Pardee**	f 8.12	2276
645	f 8.03	**Windermere**	f 7.40	2261
661	f 8.32	**Dalton**	f 7.04	2245
675	8.59	**Missanabie**	6.36	2231
685		**Lochalsh**		2221
694	f 9.36	**Otter**	f 6.01	2212
711	f 10.10	**Grassett**	f 5.32	2195
727	f 10.48	**Amyot**	f 4.59	2179
747	11.35	**White River**	4.20	2159
763	f 12.05	**Bremner**	f 3.40	2143
776	f 12.35	**Trudeau**	f 3.10	2130
787	f 12.56	**Oache Lake**	f 2.45	2119
797	f 1.16	**Melgund**	f 2.20	2109
	P.M.			
803	f 1.30	**Heron Bay**	f 2.07	2103
811	f 1.50	**Peninsula**	f 1.50	2095
822	f 2.10	**Port Coldwell**	f 1.30	2084
830	f 2.28	**Middleton**	f 1.10	2076
847	3.00	**Jack Fish**	12.40	2059
			P.M.	
866	4.00	**Schreiber**	12.05	2040
880	4.27	**Rossport**	11.15	2026
896	f 4.55	**Gravel River**	f 10.45	2010
904		**Gurney**		2002
912	f 5.25	**Mazokama**	f 10.10	1994
	P.M.		A.M.	

is situated on an extensive and irregular lake of the same name, and has a considerable trade in furs and lumber. *Chapleau* (pop. 700) is another divisional point, with railway workshops and is a bright railway town. Farming operations on a small scale have recently been commenced here. It is charmingly situated on Lake Kabequashesing, the waters of which flow into James' Bay. Near *Missanabie*, where Dog Lake is crossed, a short portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson's Bay. Furs are brought here from the far north for shipment. 19 miles south of Missanabie is excellent trout fishing, and the country is rich in minerals. Discoveries of free milling gold were made at Lake Wawa, five miles from Lake Superior, recently. Beyond Missanabie for sixty miles are many very heavy rock cuttings. *White River*, in addition to buildings common to all divisional stations, has yards for resting cattle *en route* from the Northwest to the eastern market. From White River station the railway follows the river of the same name to Round Lake, and then crosses a level tract with occasional rocky uplifts to the Big Pic River, which is crossed by a high iron bridge; and a mile beyond is *Heron Bay*, from which for sixty miles the line is carried through and around the bold and harsh promontories of the north shore of Lake Superior, with deep rock cuttings, viaducts and tunnels constantly occurring, and at frequent intervals, where the railway is cut out of the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the

Leaving Lake Superior

‖ Refreshment Stations f Flag Stations.

Eastbound Train	Miles from Vancvr
LEAVE	
Min'ng	
P.M.	
8.55	2290
f 8.12	2276
f 7.40	2261
f 7.04	2245
6.36	2231
	2221
f 6.01	2212
f 5.32	2195
f 4.59	2179
4.20	2159
f 3.40	2143
f 3.10	2130
f 2.45	2119
f 2.20	2109
f 2.07	2103
f 1.50	2095
f 1.30	2084
f 1.10	2076
12.40	2059
P.M.	
Leaving Lake Superior	
P.M.	
12.05	2040
11.15	2026
*f*10.45	2010
	2002
*f*10.10	1994
A.M.	

ons.

MEMORANDA

[5]

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	traveller, who should be on the look-out before reaching *Peninsula*. The great sweep around Jackfish Bay is particularly fine. Jackfish is the great coaling station for the railway on the northeast angle of Lake Superior, and near it gold mines are being profitably operated. Beyond *Schreiber* (a divisional point and refreshment station) a chain of islands separates Nepigon Bay from Lake Superior, and the shore of the bay is followed to and beyond *Nepigon* station. Between *Rossport* and *Gravel River* some of the heaviest work on the entire line of railway occurs. The constantly changing views on Nepigon Bay are charming. All of the streams	LEAVE	
	Lake Superior		Superb view	
	P.M.		P.M.	
929	6.00	**Nepigon**	9.40	1977
946	*f*6.30	**Wolf River**	*f*9.10	1960
962	*f*7.00	**Pearl River**	*f*8.42	1944
970		**Loon Lake**		1936
980	*f*7.38	**Mackenzie**	*f*8.07	1926
		emptying into Lake Superior contain speckled trout in plenty, and in some of the streams, Nepigon River especially, they are noted for their large size—six-pounders being not uncommon. Nepigon River, which is crossed by a fine iron bridge a little before reaching the station, is a beautiful stream, well known to sportsmen. Everywhere on Lake Superior, whitefish and the large lake trout are common. Three miles beyond Nepigon the railway turns around the base of Red Rock, a high bright-red cliff, and avoiding the heads of Black Bay and Thunder Bay, takes a straight course for *Fort William*, and from the higher elevations delightful views of Thunder Bay are to be had.	Dining car attached	
	Trout fishing		EASTERN TIME (Port Arthur to Montreal)	
	Daily		Daily	
993	8.10 P.M.	**Port Arthur**—Pop. 3,500. On the west shore of Thunder Bay, an important arm of Lake Superior. It has substantial buildings and hotels and is the western terminus of the Eastern div. of the C.P.R. and of their Lake Steamship Line.	7.40 A.M.	1913
	ARRIVE		LEAVE	

PORT ARTHUR and LAGGAN: 1,387 Miles
(Western Division)

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		ARRIVE	
993	19.10	**Port Arthur**—(Central Time).	6.40	1913
998	19.45	**Fort William**—Pop. 3,500. A short distance from the mouth of the Kaministiqua river, a broad, deep stream with firm banks, affording extraordinary advantages for lake traffic.	6.25	1908
	Daily	The fine steel lake steamships of the Canadian Pacific line ply between here and Owen Sound (see page 71). From the beauty of its situation, its accessibility and the opportunities for sport in the neighborhood, Fort William and Port Arthur have become favorite resorts for tourists. A long promontory of basaltic rock on the oppo-	Daily	

f Flag Stations.

	East-bound Train	Miles from Vanc'v'r
	LEAVE	
	Superb view	
	P.M. 9.40	1977
	f9.10	1960
	f8.42	1944
		1936
	f8.07	1926
	Dining car attached	
EASTERN TIME (Port Arthur to Montreal)	Daily	
	7.40 A.M.	1913
	LEAVE	

887 Miles

	East-bound Train	Miles from Vanc'v'r
	ARRIVE	
	6.40	1913
	6.25	1908
	Daily	

MEMORANDA

Miles from Montreal	Westbound Train	STATIONS—DESCRIPTIVE NOTES		Eastbound Train	Miles from Vancouver
	LEAVE	site side of the bay, called the "Sleeping Giant," whom Indian legend takes one back to aboriginal days, terminates in Thunder Cape, behind which lies the once famous Silver Islet, which has yielded almost fabulous wealth, but the mines becoming flooded have been abandoned. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking west, between Pie Island and Thunder Cape, Isle Royale may be seen in the distance. Fort William was formerly a very important Hudson's Bay Company's post, and was the great rendezvous of the hunters, voyageurs and chief factors of the Company. The fur house of the old fort is now used as an engine house for the great coal docks and some of the largest grain elevators in the world over-shadow all. There are railway workshops and the usual buildings and sidings incident to a divisional point. The Kaministiquia hotel is a favorite resort for travellers and tourists. Westbound passengers should set their watches back one hour, in conformity with "Central" standard time. The Pt. Arthur, Duluth & Western Ry. running to the Iron Range in Minnesota branches off from here. From Fort William to Winnipeg the railway traverses a wild broken region, with rapid rivers and many lakes, but containing valuable forests and mineral deposits. *Murillo* is the railway station for the Rabbit Mountain silver district, and 4 miles from the station are the Kakabeka falls, where the Kaministiquia leaps from a height rivalling that of Niagara. The falls are best reached from Fort William by railway. The railway follows up this river to *Kaministiquia*, and then ascends the Mattawan and Wabigoon rivers; and there is excellent trout fishing near all the stations as far as		Civic wealth	
	Silver Mines				
	CENTRAL TIME (Port Arthur to Brandon)				
	The Harbor			Thunder Bay	
	P.M.			FOURTH DAY A.M.	
1005		**Neebing**			1901
1011		**Murillo**			1895
1016		**Kakabeka**			1890
1022	*f*20.42	**Kaministiquia**		*f*5.20	1884
1027		**Sunshine**			1879
1031		**Finmark**			1875
1038		**Buda**			1868
1044		**Oskondiga**			1862
1052		**Dexter**			1854
1057		**Linkooping**			1849
1063		**Atbara**			1843
1070	22.25	‖ **Savanne**		3.47	1836
1076		**Biota**			1830
1082		**Upsala**			1824
1088	*f*22.57	**Carlstadt**		*f*3.11	1818
1095		**Niblock**			1811
1103		**Shebandowan**			1803
1110	*f*23.35	**English River**		*f*2.20	1796
1116		**Martin**			1790
1123		**Tamarac**			1783
	Higher than Niagara				
1128	*f*24.06	**Bonheur**		1.55	1778
1141		**Falcon**			1765
1146	24.49	**Ignace**		1.20	1760
1151	1.00	‖ **Osaquan**		1.00	1755
1153	A.M.	**Megrund**			1753
1154		**Butler**			1752
1161		**Raleigh**			1745
1167		**Bigsby**			1739
1174		**Tache**			1732
1180	*f*1.53	**Dyment**		*f*24.07	1726
1184		**Brule**			1722
1191	*f*2.14	**Dinorwic**		*f*23.45	1715

‖ Refreshment Stations. *f* Flag Stations.

The 24-hour system is in use on the Western and Pacific Divisions. By this system the A.M. and P.M. are abolished, and the hours from noon to midnight are counted as from 12 to 24 o'clock.

East bound Train	Miles from Vancouver
LEAVE	
Civic wealth	
Thunder Bay	
FOURTH DAY	
A.M.	
	1901
	1895
	1890
f 5.20	1884
	1879
	1875
	1868
	1862
	1854
	1849
	1843
3.47	1836
	1830
	1824
f 3.11	1818
	1811
	1803
f 2.29	1796
	1790
	1783
1.55	1778
	1765
1.20	1760
1.00	1755
	1753
	1752
	1745
	1739
	1732
f 24.07	1726
	1722
f 23.45	1715

em the A.M. and P.M.

MEMORANDA

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	West-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
1196	f2.25	**Wabigoon**	f23.35	1710
1204		**Barclay**		1702
1209	f2.51	**Dryden**	f23.10	1697
1216		**Oxdrift**		1690
1221		**Minnetakie**		1685
1226	f3.23	**Eagle River**	f22.38	1680
1236	f3.45	**Vermillion Bay**	f22.20	1670
1244		**Gilbert**		1662
1250		**Parrywood**		1656
1256		**Jack Pine**		1650
1261		**Summit**		1645
1267	f4.47	**Hawk Lake**	f21.20	1639
1274		**MacMillan**		1632
1277		**Scovil**		1629
1283		**Margach**		1623
1286		**Garwood**		1620
1291	5.50	**Rat Portage**	20.30	1615
1293		**Norman**		1613

SECOND DAY

The Lake of the Woods

Dining car attached

A.M.

1295	6.00	**Keewatin**	20.10	1611
1301		**Ostersund**		1605
1305		**War Eagle**		1601
1310		**Deception**		1596
1314		**Kalmar**		1592
1322	f6.53	**Ingolf**	f19.16	1584
1327		**Cross Lake**		1579
1335		**Telford**		1571
1343	f7.33	**Rennie**	f18.37	1563
1349		**Culver**		1557
1356		**Darwin**		1550
1363	8.12	**Whitemouth**	17.58	1543
1369		**Shelly**		1537
1374		**Julius**		1532
1379	f8.41	**Molson**	f17.28	1527
1388	f9.00	**Beausejour**	f17.09	1518
1395	f9.12	**Tyndall**	f16.57	1511
1403	9.27	**Selkirk**	16.42	1503
1409		**Gonor**		1497
1416	f9.54	**Bird's Hill**	f16.17	1490
	A.M.		P.M.	

Wabigoon District.

Dining car detached

Finnmark. Wolseley led an army from Fort William to Fort Garry (now Winnipeg) in 1870, using the more or less connected rivers and lakes much of the way. At *Eagle River*, two beautiful falls are seen, one above and the other below the railway. From here, to and beyond Rat Portage, the country is excessively broken and the railway passes through numerous rocky uplifts. The scenery is of the wildest description and deep rock-bound lakes are always in sight. The Sawbill mining country is reached from Bonheur station by Government waggon road. Wabigoon is the point of departure for the new Manitou mining region, and the Lower Seine and Rainy Lake country can be reached by this route. Steamers operate on these waters during navigation, and in winter there is a good sleigh road. At Dryden the Ontario Government have established an experimental farm. There being large areas of good land especially suited for mixed farming and dairying, settlement is progressing rapidly, the chief advantages of the district, besides the facility with which the land is cleared, being the proximity of good markets, the illimitable supply of timber and water, abundance of fish and game, winter employment for settlers in the lumber camps, and healthfulness of the climate. *Rat Portage* (pop. 6,000) at the principal outlet of the Lake of the Woods, is an important mining centre with several large saw-mills, the product of which is shipped westward to the prairies, and the key to the great gold fields now being developed in its immediate vicinity and in the Rainy Lake and Seine River districts to the south, which are easily reached by steamer, the route lying through one of the most picturesque regions on the continent. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior

† Daily, except Sunday. f Flag Stations.

West-bound Train	Miles from Vancouver
LEAVE	
f23.35	1710
	1702
f23.10	1697
	1690
	1685
f22.38	1680
f22.20	1670
	1662
	1658
	1650
	1645
f21.20	1640
	1632
	1629
	1623
	1620
20.30	1615
	1613
The Wabigoon District.	
Dining car detached	
20.10	1611
	1605
	1601
	1596
	1592
f19.16	1584
	1579
	1571
f18.37	1563
	1557
	1550
17.58	1543
	1537
	1532
f17.28	1527
f17.09	1518
f16.57	1511
16.42	1503
	1497
f16.17	1490
P.M.	

ns.

MEMORANDA

Miles from Montreal	West-bound Train	STATIONS—Descriptive Notes	East-bound Train	Miles from Vancouver
	Daily	and the Pacific. Its fisheries are very valuable, the annual shipments being large. The lake is studded with islands and is a favorite resort for sportsmen and pleasure seekers. Its waters break thro' a narrow rocky rim at Rat Portage and Keewatin, and fall in to the Winnipeg River. Near Keewatin are the newly completed works of the Keewatin Power Co., creating one of the greatest water-powers in the world, making of the Lake of the Woods a gigantic mill-pond with an area of 3,000 square miles, and affording most convenient sites for pulp-mills, saw-mills, flouring mills and other establishments for supplying the needs of the Great North-West and for manufacturing its products on their way to eastern markets. *Norman* is an adjacent village, and at *Keewatin* (pop. 1,400) near by is a mammoth flouring mill, owned and operated by the Lake of the Woods Milling Co., built of granite quarried on the spot. Numerous pretty lakes are passed, and Manitoba is entered just after leaving Ingolf. At *Whitemouth*, where settlement is reaching large proportions, sawmills again occur, and beyond, to Red River, the country flattens out and gradually assumes the characteristics of the prairie. At *East Selkirk* the line turns southward following Red River towards Winnipeg, and at St. Boniface the river is crossed by a long iron bridge and *Winnipeg* is reached.	Daily	
1424	A. 10.15 L. 16.30	**Winnipeg**—Alt. 700 ft. Pop. est. about 50,000. Capital of the Province of Manitoba, formerly known as Ft. Garry (pop. in 1871, 100). Situated at the juncture of the Red and Assiniboine rivers, both navigable by steamboats, it has been, for many years, the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north, east and west. The city is handsomely built, superior brick and stone being available; and has electric street railways, electric lights, parks, hospital, great flouring mills and grain elevators, a huge abattoir, and many notable public buildings, including Provincial and Dominion offices. The chief workshops of the C. P. Ry. between Montreal and the Pacific are here, and the train-yard contains more than forty miles of sidings. The Company has also a fine passenger station and refreshment rooms. The principal land offices of the Canadian Pacific Ry. Co. are in the city, and near the station are the chief immigration office of the Dominion Government in the West, and immigrant sheds. The Ry. Com-	L. 16.00 A. 14.20	1482
	Daily		Daily	
	C.P.R. Land Offices		Visit C.P.R. Land Offices	

‖ Refreshment Stations.

	East-bound Train	Miles from Vancouver
	Daily	
L. 16.00 A. 14.20		1482
	Daily	
	Visit C.P.R. Land Offices	

MEMORANDA

Winnipeg

3rd June 1901.

Leave 4-30 — 6 hours

throw away.

Miles from Montreal	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vancouver
	LEAVE	pany own the odd numbered sections in the belt of land extending twenty-four miles on each side of track between Winnipeg and the Rocky Mountains. Settlers can here leave the transcontinental train and go on when suitable. Sectional maps and pamphlets giving valuable information as to the nature and character of the lands traversed by the road are supplied to those who desire them free of cost. Agents, at all points along the line, can give	LEAVE	
	Railway connections	full information and prices of the Company's lands in the vicinity of the respective stations. Railway lines radiate in all directions. The C.P.R. has two branches leading southward on either side of the Red River to Emerson and Gretna, on the U.S. boundary, connecting at the latter point with the train service of the Great Northern Railway. Two branch lines	Railway connections.	
	LEAVE WINNIPEG 16.30	of the C.P.R. go S. W. to ANTLER in Eastern Assiniboia, which has been extended to the Moose Mountain country, and NAPINKA in Southern Manitoba, 167 and 221 miles distant respectively, connecting at Souris and Napinka with the branch line from Brandon through to Estevan or junction with the new Soo-Pacific line, and two other branches run N. and N. W., one to the old town of SELKIRK and the other to STONY MOUNTAIN,	ARRIVE AT WINNIPEG P.M. 14.20	
1431	f16.48	**Bergen**	STONEWALL and	f14.05	1475
1439	17.05	**Rosser**	TEULON, 39 miles	13.50	1467
1446	f17.21	**Meadows**	north of the city.	13.35	1460
1453	17.36	**Marquette**	Though the	13.24	
1459	f17.50	**Reaburn**	country here is	13.11	
1464	18.02	**Poplar Point**	apparently as	13.01	
1473	18.20	**High Bluff**	level as a billiard table, there is really an ascent of 100 feet from Winnipeg to Portage la Prairie. There is a belt of fertile land west of Winnipeg, but from *Rosser* as far as *Poplar Point*, the settlement is slight, due to the fact that it is mostly held by speculators; and the scattered farms visible are chiefly devoted to dairy products and cattle breeding. Beyond Poplar Point farms appear almost continuously. The line of trees not far away on the south marks the course of the Assiniboine River, which the railway follows for 130 miles. Marquette is exactly half-way between Montreal and Vancouver. Long Lake, a favorite resort for sportsmen, is passed after leaving *Reaburn*.	12.44	1433
			THIRD DAY	
1480	18.40 P.M.	**Portage la Prairie**—Alt. 800 ft. Pop. 4,500. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flouring mills and grain elevators, a brewery, biscuit factory and several other industries. The Northwestern branch of the C. P. R. extends from here 223 miles northwest, towards Prince Albert, the Canadian Northern Ry.	12.30 P.M	1426
	N.W. Branch		N.W. Branch	

f Flag Stations.

	East-bound Train	Miles from Vancouver
	LEAVE	
	Railway connections.	
	ARRIVE AT WINNIPEG P.M. 14.20	
	f14.05	1475
	13.50	1467
	13.35	1460
	13.24	
	13.11	
	13.01	14
	12.44	1433
	THIRD DAY	
	12.30 P.M	1426
	N.W. Br'nch	

MEMORANDA

Miles from Montreal	Westbound Train	STATIONS—Descriptive Notes	Eastbound Train	Miles from Vancouver
		branching off at Gladstone through the newly-opened Lake Dauphin district to Lake Winnipegosis, where there are extensive salt wells, which are yet awaiting development, another branch leading off from Sifton through the Swan River Valley.		
	Can. Nor. Ry.		Can. Nor. Ry.	
	A.M.			
1487	18.59	**Burnside**	12.10	1419
1495	19.14	**Bagot**	11.53	1411
1501	19.30	**McGregor**	11.38	1405
1509	19.50	**Austin**	11.22	1397
1517	20.15	**Sidney**	11.05	1389
1522	*f*20.27	**Melbourne**	*f*10.52	1384
1530	20.45	**Carberry**	10 32	1376
1538	21.05	**Sewell**	10.10	1368
1546	21.21	**Douglas**	9.53	1360
1551	21.33	**Chater**	9.38	1355
		Between Portage la Prairie and Brandon, stations succeed one another at intervals of five or eight miles, and many of them are surrounded by bright and busy towns; and at nearly all are tall and massive elevators, with now and then a flouring mill. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms, for which it is peculiarly adapted, the railway rises from *Austin* along a sandy slope to a plateau, near the centre of which is situated *Carberry* (pop. 1500), an important grain market. From *Sewell* it deseends again to the valley of the Assiniboine. The Brandon Hills are seen towards the southwest. From *Chater*, the North Central Branch, running northwestward towards the Saskatchewan country, is operated to *Hamiota*, a distance of 56 miles. Four miles beyond *Chater* the Assiniboine is crossed by an iron bridge and *Brandon* is soon reached.		
	The Assiniboine		CENTRAL TIME (Brandon to Port Arthur)	
	21.45		9.25	
1557	21.00	**Brandon**—Alt. 1,150 ft. Pop. 5,800. A divisional point; and one of the largest grain markets in Manitoba; and the distributing market for an extensive and well settled country. It has eight grain elevators, flouring mill, large planing mills and a number of manufactories. The town is beautifully situated on high ground, and although only fourteen years old, has well-made streets and many substantial buildings. A Dominion Experimental Farm and a Provincial Asylum are established near the city. The Pipestone Branch line runs from here to Antler, about 79 miles south. At Menteith Jct. it connects with the Souris Branch which runs 133 miles south-west to Estevan, located on the Soo-Pacific line, connecting the Canadian North-West with the Middle and North-Western States of the Union. The standard time changes here to "Mountain"—one hour slower. Beyond Brandon the railway draws away from the Assini-	8.15	1349
	MOUNTAIN TIME (Brandon to Laggan)		A great wheat market	
1565	21.21	**Kemnay**	7.51	1341
1573	21.40	**Alexander**	7 29	1333
1581	22.00	**Griswold**	6.59	1325
1589	22.18	**Oak Lake**	6.33	1317
1597	*f*22.37	**Routledge**	6.05	1309
1604	22.55	**Virden**	5.39	1302

f Flag Stations.

s	East-bound Train	Miles from Vancouver
the rict are yet nch the	Can. Nor. Ry.	
ort- irie on, eed at ive les, of ur- by rly rs, ill. ct, as, ch ay pe ch m- it he re m h, ne ed s. i- ad	12.10	1419
	11.53	1411
	11.38	1405
	11.22	1397
	11.05	1389
	f10.52	1384
	10.32	1376
	10.10	1368
	9.53	1360
	9.38	1355
	CENTRAL TIME (Brandon to Port Arthur)	
	9.25	
A st e e t e y h e n e o e	8.15	1349
	A great wheat market	
	7.51	1341
	7.29	1333
	6.59	1325
	6.33	1317
	6.05	1309
	5.39	1302

MEMORANDA

Miles from Montreal	Westbound Train	STATIONS—Descriptive Notes	Eastbound Train	Miles from Vancouver
	LEAVE		LEAVE	
1612	f23.15	**Hargrave** boine River and	f5.11	1204
1621	23.43	**Elkhorn** rises from its val-	4.43	1285
1630	f24.00	**Kirkella** ley to a rolling or	f4.18	1278
1635	24.18	**Fleming** undulating prai-	3.54	1271
1643	24.37	**Moosomin** rie, well occupied	3.27	1263
1650	f24.53	**Red Jacket** by prosperous	f3.01	1256
1659	1.15	**Wapella** farmers, as the	2.31	1247
1667	f1.33	**Burrows** thriving villages	f2.06	1239
1673	1.47	**Whitewood** at frequent inter-	1.47	1233
1680	2.05	**Perceval** vals bear evid-	f1.25	1226
		ence. *Virden* is the market town of a particularly attractive district; but beyond it, for 40 miles, the lands within a mile or two of the railway are chiefly held by speculators, and the farms within sight are scattered. A mile east of *Fleming*, the District of Assiniboia is entered. *Moosomin*,		
	Moose M't'n	the first town reached in that District, is the station for FORT ELLICE at the north and the MOOSE MOUNTAIN district at the south. From *Whitewood* the country northward is accessible by a bridge over the Qu'Appelle River. *Perceval* stands upon a ridge 100 ft. higher than the general level. All the way from Brandon to Broadview, the frequent ponds and copses afford excellent opportunities for sport—water fowl and "prairie chicken" being especially abundant.	Approaching Manitoba	
1688	2.35	‖ **Broadview**—Alt. 1,950 ft. Pop. 1200. A railway divisional point, prettily situated at the head of Weed Lake. A reservation occupied by Cree Indians is not far away.	1.00	1218
1696	2.53	**Oakshela** Westward the	f24.13	1210
1704	3.11	**Grenfell** line follows a	23.50	1202
1711	f3.27	**Summerberry** gradually rising	f23.28	1195
1719	3.45	**Wolseley** prairie. *Grenfell*,	23.05	1187
1728	4.05	**Sintaluta** *Wolseley* and *Sintaluta* have al-	22.39	1178
1738	4.30	**Indian Head** ready become important local markets. A little beyond *Sintaluta*, *Indian Head* is approached. The Government farm is situated on the north side of the railway, and in this locality are numerous large farms on which great yields of wheat are obtained. The town of Indian Head is making rapid growth consequent upon the successful farming of the district around it.	22.10	1168
	Large Wheat Farms		Large Wheat Farms	
1748	4.54	**Qu'Appelle**—Alt. 2,050 ft. The supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle and beyond. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission and school.	21.42	1158
	Fort Qu'Appelle		Qu'Appelle Valley	

‖ Refreshment Stations. f Flag Stations.

	Eastbound Train	Miles from Vancouver
	LEAVE	
nd	f5.11	1204
al-	4.43	1285
or	f4.18	1278
ai-	3.54	1271
ied	3.27	1263
us	f3.01	1256
he	2.31	1247
ges	f2.06	1239
er-	1.47	1233
id-	f1.25	1226
f a		
ut		
ds		
ay		
nd		
er-		
ct		
n,		
et,		
ne		
is-	Approaching Manitoba	
od		
by		
er.		
ft.		
ll		
y,		
rd		
"		
A	1.00	1218
u-		
A		
as		
e	f24.13	1210
a	23.50	1202
g	f23.28	1195
l,	23.05	1187
n-	22.39	1178
l-	22.10	1168
e		
l		
,		
-		
n		
y		
n		
.	Large Wheat Farms	
g		
e		
t		
;	21.42	1158
.		
;		
.	Qu'Appelle Valley	

ations.

MEMORANDA

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
1756	f5.20	**McLean** — For eight miles beyond Qu'Appelle station the country is somewhat wooded.	f21.15	1150
1765	5.42	**Balgonie**	20.46	1141
1772	f5.58	**Pilot Butte** — At *McLean* (which stands 200 feet higher than Qu'Appelle and 375 feet higher than Regina) the great Regina plain is entered. This plain extends westward as far as the Dirt Hills, the northward extension of the great Missouri Coteau, and these are soon seen rising on the southwestern horizon, a dark blue line. The plain is a broad, treeless expanse of the finest agricultural land, with little change in the soil to a depth of twenty feet or more. Within a mile of *Balgonie* station is the first or more easterly farm of the Canadian Land and Ranche Company, a farm chiefly devoted to grain growing, there being 4,000 acres in crop. Passing *Pilot Butte*, a rounded hill lending its name to an unimportant station near by, *Regina* is seen spread out on the plain ahead.	f20.24	1134
	The Regina plain		The Regina plain	
1781	6.18	**Regina**—Alt. 1,875 ft. Pop. 2,200. The capital of the North-West Territories and the distributing point for the country far north and south. A railway extends northward from here, crossing the south branch of the Saskatchewan at Saskatoon, and continues up to Prince Albert on the North Saskatchewan a short distance above the junction of the two branches. This line opens up a very fertile territory, known as the park country, in which large numbers of settlers have already become prosperous. The Executive Council of the Northwest Territories, embracing the districts of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is at Regina, extends over all these districts. Beyond the station the territorial governmental offices, exhibition buildings and lieutenant-governor's residence may be seen on the right, and a little further, on the same side, are the headquarters of the Northwest Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill-hall, together make a handsome village. The Mounted Police is a military organization numbering 840 men, who are stationed at intervals over the Northwest, to look after the Indians and preserve order generally.	19.51	1123
	Capital of N. W. Terr's		Capital of N. W. Terr's	
	THIRD DAY			
	M'nt'd Police			
1791	f6.47	**Grand Coulee**	f19.24	1115
1798	7.00	**Pense**	19.00	1108
1806	f7.18	**Belle Plaine**	f18.32	1100
1814	7.43	**Pasqua**	17.58	1092

From Pasqua a branch line extends

f Flag Stations

East-bound Train	Mi... from Vanc...
LEAVE	
*f*21.15	115[illegible]
20.46	114[illegible]
*f*20.24	113[illegible]
The Regina plain	
19.51	112[illegible]
Capital of N. W. Terr's	
*f*19.24	1115
19.00	1108
*f*18.32	1100
17.58	1092

MEMORANDA

Miles from Montreal	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vancouver
	LEAVE		LEAVE	
		south-east through Estevan to the international boundary line at Portal, where connection is made with the Soo Line from St. Paul and Minneapolis, and it is by this route that passengers from the Middle States travel to the Pacific Coast. Trains run through between St. Paul and Minneapolis and Moose Jaw, where connection is made with the Pacific and Atlantic express trains.		
1822	Ar 8.00 Lv 8.50	**Moose Jaw**—Alt. 1,725 ft. Pop. 2,200. A railway divisional point and a busy market town, near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone," and specimens of the Great Cree Nation, painted and blanketed, may be seen lounging about this and other stations further east.	P.M. Lv 7.35 Ar 16.57	1084
1830	*f* 9.05	**Boharm**	*f* 16.42	1076
1839	*f* 9.20	**Caron**	*f* 16.25	1067
1846	*f* 9.37	**Mortlach**	*f* 16.07	1060
1857	*f* 9.55	**Parkbeg**	*f* 15.50	1049
1867	*f* 10.23	**Secretan**	*f* 15.20	1039
1876	10.41	**Chaplin**	15.03	1030
1885	*f* 11.00	**Ernfold**	*f* 14.43	1021
1896	*f* 11.23	**Morse**	*f* 14.20	1010
1905	*f* 11.41	**Herbert**	*f* 14.01	1001
1913	*f* 11.58	**Rush Lake**	*f* 13.42	993
1921	*f* 12.14	**Waldeck**	*f* 13.25	985
1929	*f* 12.32	**Aikins**	*f* 13.08	977
		From Moose Jaw the line steadily rises on the eastern slope of the *coteau* and winds through an irregular depression to the basin of the Old Wives' lakes—extensive bodies of water having no outlet and consequently alkaline. The northern-most of these lakes is reached at *Chaplin*. The country is treeless from the eastern border of the Regina plain to the Cypress Hills, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond Old Wives' lakes are marked in all directions by old buffalo trails and scarred and pitted by their "wallows," and bones of the vanished bison can be seen piled up at the different stations awaiting shipment. Antelope may now be sometimes seen, and coyotes and prairie dogs. Near *Morse* is a salt lake, and not far beyond is Rush lake, a large area of fresh water and a favorite resort of water fowl—swans, geese, ducks and pelicans—which at times congregate here in myriads. At *Rush Lake* on the north side of the line is the second of the Canadian Land and Ranche Company's farms, and on the south side that Company has 700 acres under irrigation. There are a number of these in various districts aggregating about 110,000 acres. Each of them contains an area of about 10,000 acres. The Company have imported a		
		The Buffalo plains	Wild fowl	
		Game & wild fowl	SEC'ND DAY	
		Canadian Agr'c'l Co's Farms	Canadian Agr'c'l Co's Farms	

‖ Refreshment Stations. *f* Flag Stations.

East-bound Train	Miles from Vancouver
LEAVE	
P.M. Lv17.35 Ar16.57	1084
f16.42	1076
f16.25	1067
f16.07	1060
f15.50	1049
f15.20	1039
15.03	1030
f14.43	1021
f14.20	1010
f14.01	1001
f13.42	993
f13.25	985
f13.08	977
Wild fowl	
SEC'ND DAY	
Canadian Agr'c'l Co's Farms	

ng Stations.

MEMORANDA

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	number of thoroughbred stock for their different ranches.	LEAVE	
1935	12.50	‖**Swift Current**—Alt. 2,400 ft. A railway divisional point, on a pretty stream of the same name. At *Swift Current* is the principal sheep farm of the Canadian Land and Ranche Company, from which during each year a large crop of wool is shipped. From this farm and outlying stations within 25 miles, the Company annually round-up 16,000 sheep. The well appointed farm buildings can be seen on the hills immediately south of the station. Close to them the Government have erected a Meteorological Observing Station.	12.57	971
1944	f13.08	**Leven**	f12.31	962
1949	f13.18	**Seward**	f12.20	957
1956	f13.32	**Webb**	f12.04	950
1963	f13.44	**Antelope**	f11.50	943
1970	13.58	**Gull Lake**	11.33	936
1979	f14.15	**Carmichael**	f11.14	927
1986	f14.30	**Tompkins**	f10.58	920
1989	f14.36	**Sidewood**	f10.50	917
2000	14.55	**Crane Lake**	10.30	906
2010	f15.18	**Colley**	f10.07	896
2021	15.42	**Maple Creek**	9.45	885
2030	f16.05	**Kincorth**	f9.23	876
		From here to Medicine Hat, on the South Saskatchewan River, the line skirts the northern base of the Cypress Hills, which gradually rise towards the west, until they reach an altitude of 3,800 ft., and in many places are covered with valuable timber. At Gull Lake is another farm of the Canadian Land & Ranches Co., which is entirely devoted to sheep, 6,000 being usually wintered there. An irrigated meadow on the north side of the lake is worth seeing. Crane Lake, where there is another farm, is the Company's headquarters. This farm, 1, 200 acres of which are irrigated, is entirely devoted to stock raising, 7,000 cattle and 500 horses being usually on the range. The satisfactory results obtained from working farms at various points on the line proved the value of these lands for farming, and resulted in attracting the attention of settlers and capitalists to this section of the country. It is, however, specially valuable as a stock-raising district. It is impossible to conceive of a better stock country than that lying between the Cypress Hills and the Railway. Rich in the grasses that possess peculiar attractions for horses and cattle, the valleys and groves of timber give ample shelter all seasons of the year, and the numerous streams flowing out of the Cypress Hills afford an unfailing supply of water. The handsome profits realized by the stockmen testify better than words to the value of this district for cattle raising.	A.M. 9.23	876
	Stock Raisi'g		St^o k Rais'rs Profits	
2040	f16.23	**Forres**	A.M. f9.07	866
2045	f16.34	**Cummings**	f8.57	861
2052	16.50	**Walsh**	8.42	854

‖ Refreshment Stations. f Flag Stations.

MEMORANDA

East-bound Train.	Miles from Utica.
LEAVE	
12.57	971
f12.31	962
f12.20	957
f12.04	950
f11.50	943
11.33	936
f11.14	927
f10.58	920
f10.50	917
10.30	906
f10.07	896
9.45	885
f9.23	876
A.M.	
Stock Raisers Profits	
A.M.	
f9.07	866
f8.57	861
8.42	854
Stations.	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
2062	f17.10	**Irvine**	8.22	844
2077	f17.40	**Dunmore**	f7.53	829
2079	17.52	**Dunmore Jct.**	f7.47	827
	P.M.		A.M.	

at intervals to *Maple Creek*. At this station are extensive yards for the shipment of cattle. The town is supported by trade with the cattle ranches, and farming is successfully carried on in the vicinity. From *Forres* to *Dunmore*, rocks of the Cretaceous age occur, in which the remains of gigantic saurians and other extinct animals are abundant. At *Dunmore*, the Canadian Land and Ranche Company have what may be taken as a typical mixed farm, for not only are capital crops raised here, but a number of valuable horses and cattle are bred and pastured here. From Dunmore, the Crow's Nest Railway leads off westerly past LETHBRIDGE, one of the chief sources of the coal supply for the country east to Winnipeg and through the Crow's Nest Pass of the Rocky Mountains, to Kootenay Lake and to the mines of West Kootenay, in whose greater development it is proving a powerful factor by supplying cheap fuel for its smelters from the Fernie mines. It is also opening up the new mining region of East Kootenay whose richness has been established, and creating a new market for the products of the prairies of Western Canada. Lethbridge is an important town near the centre of the Macleod ranching district, and a narrow-gauge railway runs from it south to the international boundary line and thence on to Great Falls, Mont.

Crow's Nest Pass Ry.

Coal Mines

Coal Mines

Dining car attached.

Dining car detached.

From Dunmore Jct. the main line of the Canadian Pacific Railway drops into the valley of the South Saskatchewan, which is crossed by a fine steel bridge at Medicine Hat.

2084	18.30	**Medicine Hat**—Alt. 2,150 ft. (indicating the local depression of the river-valley). Pop. 1600. A railway divisional point, with repair shops, etc., at which a stop of 30 minutes is made. The town is in the centre of a magnificent ranching district, and has churches, hospital and other public buildings. An important station of the Mounted Police is established here. There are several coal mines in the vicinity, and natural gas has been found here. The river is navigable for steamboats for some distance above and for 800 miles below to Lake Winnipeg.	7.35	822
		Coal		
2092	f18.47	**Stair**	f6.55	814
2099	f19.05	**Bowell**	f6.38	807
2111	f19.27	**Suffield**	f6.15	795
2119	f19.45	**Langevin**	f5.57	787

Beyond the river the railway rises to the high prairie-plateau which extends, gradually rising,

f Flag Stations.

East-bound Train	Miles from Vancouver
LEAVE	
8.22	844
f7.53	829
f7.47	827
A.M.	

Coal Mines

Dining car detached.

7.35	822
f6.55	814
f6.38	807
f6.15	795
f5.57	787

Miles from Montreal	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vancouver
	LEAVE		LEAVE	
2128	f20.04	**Kininvie**	f5.39	778
2137	20.24	**Tilley**	5.20	769
2148	f20.44	**Bantry**	f5.01	758
2157	f21.05	**Cassils**	f4.42	749
2165	f21.21	**Southesk**	f4.27	741
2174	21.40	**Lathom**	4.10	732
2182	f21.57	**Bassano**	f3.55	724
2190	22.15	**Crowfoot**	3.38	716
2201	f22.40	**Cluny**	f3.18	705

to the base of the mountains. At *Stair* the Railway crosses the first of the Canadian Land and Ranche Company's farms west of the Saskatchewan, where one of the largest herds of Galloway cattle in the world is to be seen. There is a strong up-grade to *Bowell*, then a rapid descent to *Suffield*, followed by a steady rise. Bow River occasionally appears at the south. The prairie here is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country is

	P.M.		A.M.	
2209	23.00	**Gleichen**	3.02	697
2221	f23.30	**Namaka**	f2.38	685
2225	f23.40	**Strathmore**	f2.31	681
2233	24.08	**Cheadle**	f2.10	673
2244	24.28	**Langdon**	1.57	662
2254	f24.55	**Shepard**	f1.38	652

underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized at *Langevin*, in pumping water for the supply of the railway, and both there and at *Tilley* it can be seen burning brightly. From this station, on a very clear day, the higher peaks of the Rocky Mountains may be seen, 150 miles away At *Crowfoot* they may again be seen. This station is on the border land between the districts of Assiniboia and Alberta. Near Crowfoot, and south of the railway, is a large reservation occupied by the Blackfoot Indians, and some of them are seen about the stations. At *Namaka* is located one of the most productive farms owned by the Canadian Land and Ranche Company. The Company has 1600 acres under crop here and reap excellent harvests. Beyond *Gleichen* (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view—a magnificent line of snowy peaks extending far along the southern and western horizon. At *Langdon* the railway falls to the valley of Bow River, where there is another 10,000-acre farm of the Canadian Land and Ranche Company, devoted principally to cattle and horse raising, and a few miles beyond *Shepard* the river is crossed by an iron bridge and the foot-hills are reached.

	A.M.		A.M.	
264	1.30	**Calgary**—Alt. 3,388 ft. Pop. 4,500.	1 20	642

The most important, as well as the handsomest, place between Brandon and Vancouver, has recently been creat-

First sight of the Rockies

Nat'ral Gas

Last glimpse of the Rockies

THIRD DAY

‖ Refreshment Stations. f Flag Stations.

MEMORANDA

	East-bound Train	Miles from Vancouver
	LEAVE	
	f5.39	778
	5.20	769
	f5.01	758
	f4.42	749
	f4.27	741
	4.10	732
	f3.55	724
	3.38	716
	f3.18	705
	A.M.	
	3.02	697
	f2.38	685
	f2.31	681
	f2.10	673
	1.57	662
	f1.38	652
Nat'ral Gas		
Last glimps' of the Rock-ies		
	A.M.	
	1 20	642
ations.		

Miles from Montreal	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vancouver
	LEAVE	ed a city. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the centre of the trade of the northern part of the great ranching country and the chief source of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. From Calgary, a branch line runs north to Edmonton on the Saskatchewan, and another branch south to Macleod thus throwing open a new and vast country which is annually attracting settlers in large numbers. Calgary is an important station of the Mounted Police, and a post of the Hudson's Bay Company.	LEAVE	
	Calgary's advantages		Importance of Calgary	
	A.M.	By the time *Cochrane* is reached, the traveller is well within the rounded grassy foot-hills and river "benches," or terraces. Extensive ranches are passed in rapid succession—great herds of horses in the lower valleys, thousands of cattle on the terraces, and flocks of sheep on the hilltops may be seen at once, making a picture most novel and interesting. Sawmills and coal-mines appear along the valley. After leaving Cochrane, and crossing the Bow, the line ascends to the top of the first terrace, whence a magnificent outlook is obtained, toward the left, where the foothills rise in successive tiers of sculptured heights to the snowy range behind them.		
2273	*f*1.59	**Keith**—Alt. 3,525 ft.	*f*24.47	633
2287	2.40	**Cochrane**—Alt. 3,700 feet	24.15	619
2297	*f*3.10	**Radnor**—Alt. 3,800 feet	*f*23.50	609
2306	3.35	**Morley**—Alt. 4,000 ft.	23.30	600
	The ranch's of the foothills			
2318	*f*4.10	**Kananaskis**—Alt. 4,100 ft.	*f*23.00	588
2326	*f*4.33	**The Gap**—Alt. 4,200 ft.	*f*22.43	580
	FOURTH DAY	Approaching Kananaskis the mountains suddenly appear close at hand and seemingly an impenetrable barrier, their bases deeply tinted in purple, and their sides flecked with white and gold, while high above, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond *Kananaskis* station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Moun-		
	Kananaskis Falls		Kananaskis Falls	
	Entrance to the Rockies			

f Flag Stations.

East-bound Train	Miles from Vanc'v r
LEAVE	
Impor-tance of Cal-gary	
*f*24.47	633
24.15	619
*f*23.50	609
23 30	600
*f*23.00	588
*f*22.43	580
Kan-an-askis Falls	

MEMORANDA

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr
	LEAVE		LEAVE	
		tains are entered. Through this gateway, the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme range on the right and the Kananaskis range opposite. The prominent peak on the left is Pigeon Mountain, and in approaching the station called *The Gap*, a magnificent view is obtained of Wind Mt. and the Three Sisters also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands	Exit from the mountains thro' Bow River Gap	
	The Three Sisters	of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous uplifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been		
	Geology of the mountains	pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that hold the snow after it has disappeared elsewhere, or by long lines of trees, which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery. Many	Peculiarities of mountain scen'ry	
	Grandeur and beauty	ranges of prodigious mountains like these must be traversed before the Pacific Coast is reached. and grandeur and beauty will crowd upon the attention without ceasing, as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.		
	A. M.		P. M.	
2331	4.50	**Canmore**—Alt. 4,230 feet. Pop. 200. Railway divisional point, near which are large coal mines, in which with those at Anthracite $1,000,000 have been invested. Here an observation car, specially designed to allow an unbroken view of the wonderful mountain scenery, is attached to the train from May 20th to Oct. 15th. From the	22.30	575
	Observation Car			

East-bound Train	Miles from Vane'v'r
LEAVE	
Exit from the noun tains thro' Bow River Gap	
Peculi-rities of moun-tain cen'ry	
P. M. 22,30	575

MEMORANDA

Miles from Montreal	Westbound Train	STATIONS—Descriptive Notes	Eastbound Train	Miles from Vanc'v'r
	LEAVE	station a striking profile of the Three Sisters is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station, stands a group of isolated and curiously weathered conglomerate monuments, called "hoodoos," which appear again further on in different stages of formation. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view. Five miles beyond Canmore the Rocky Mountain Park is entered.	LEAVE	
	Canmore		The Three Sisters	
			Cascade Mt.	
2341	5.18	**Anthracite**—Alt. 4,350 ft. The pass narrows suddenly, and as the mountains are penetrated the scenery becomes grander and more awe-inspiring. The over-hanging peak on the left is Rundle, behind which lie the Hot Springs of Banff. Here the line for a time leaves the Bow and strikes up the valley of the Cascade River, directly toward the face of Cascade Mt., which, though miles away, is apparently but a stone's throw distant, and which seems to rise in enormous mass and advance bodily to meet us; this marvellous effect should not be missed by the traveller. In the shadow of the Cascade Mt., at *Anthracite* station, are the great coal mines which penetrate a spur of the Fairholme sub-range. This coal is a true anthracite of high quality, and the mines are developing rapidly under scientific methods, the output largely supplying the country from the coast as far east as Winnipeg.	22.05	565
	Be'uty of the pass		Be'uty of scen'ry along the Bow	
	Anthracite coal		Anthracite coal	
	A.M.		P. M.	
2346	5.30	**Banff**—Alt. 4,500 ft. Station for Rocky Mountain Park and the Hot Springs—a medicinal watering-place and pleasure resort. This park is a national reservation, 26 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle-paths have been made. The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,875 ft.); eastward is Mt. Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Devil's Lake. Still further eastward the sharp cone of Peechee (in that range) closes the view in that direction; this is the highest mountain visible, exceeding 10,000 ft. To the left of Cascade Mt.,	21.55	560
	Rocky M'tain Park		Rocky M'tain Park	
			Devil's Lake	

East-bound Train	Miles from Vanc'v'r
LEAVE	
The Three Sisters	
Cas-cade Mt.	
22.05	565
Be'uty of cen'ry along the Bow	
An-thra-cite coal	
P. M. 21.55	560
Rocky M'tain Park	
Devil's Lake	

MEMORANDA

Miles from Montreal	West-boun Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v
	LEAVE		LEAVE	
	Cascade M'tain	and just north of the track rises the wooded ridge of Squaw Mt., beneath which lie the Vermillion lakes, seen just after leaving the station. Up the Bow, westward, tower the distant, snowy, central heights of the Main range about Simpson's Pass, most prominently the square, wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the Sulphur Mt., along the base of which are the Hot Springs. The isolated bluff southward is Tunnel Mt., while just behind the station, Rundle Peak rises sharply, so near at hand as to cut off all the view in that direction. Just before reaching the station, the train passes along a large corral of 500 acres in which are a number of buffalo, the last specimens of the monarchs of the plains. The village of Banff is a short distance southwest of the station, on the hither side of the Bow, and the C.P.R. Hot Springs hotel about a mile further on. A steel bridge takes the carriage-road across to the magnificent hotel, built by the railway company, near the fine falls in the Bow and the mouth of the rapid Spray River. This hotel, which has every modern convenience and luxury including baths supplied from the hot sulphur springs, is kept open from 15th May to 1st October, and thither people from all lands flock in numbers. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountain-climbing. There are also a sanitarium and hospital in the village, and a museum of more than local interest has been established by the Government. In Devil's lake, on which a fine launch has been placed, there is capital fishing, the trout being of extraordinary size. Wild sheep (the big-horn) and mountain goats are occasionally to be seen on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 900 ft. above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the Government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave, entered by an artificial tunnel; and near by, another spring forms an open basin of warm, sulphurous water. Since the opening of the railway, these springs have been largely visited, and testimony to their wonderful curative properties is plentiful. At	Names of mountains visible from the station	
	Names of mountains seen at Banff station			
	Banff village		Banff village	
	C.P.R. hotel		C.P.R. hotel	
	Banff Hot Spri'gs		Banff Hot Spri'gs	

East-bound Train	Miles from Vanc'v
LEAVE	
Names of mountains visible from the station	
Banff village	
C.P.R. hotel	
Banff Hot Spri'gs	

MEMORANDA

Miles from Montreal	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vancouver
	LEAVE		LEAVE	
		Banff, as well as at Lake Louise, Field and Great Glacier, experienced Swiss guides are stationed during the summer months, who accompany parties to points of interest in the respective localities.		
2852	f5.50	**Cascade**—Alt. 4,475 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt. Hole-in-the-wall Mt. is passed upon the right, and then, a little beyond the station (where the park is left at the western corner), Castle Mt. looms up ahead, on the right, a sheer precipice of 5,000 feet—a giant's keep, stretching for miles, with turrets, bastions and battlements complete.	f21.40	554
	Pilot and Castle Mts.		Entering Rocky Mt. Park	
2863	f6.20	**Castle Mountain**—Alt. 4,570 ft.	f21.15	543
2870	f6.45	**Eldon**—Alt. 4,720 ft. *Castle Mountain* station is at the base of the great peak whose name it takes. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mts., in the foreground at *Laggan*. On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses only are caught through the trees, as you look ahead; but before *Eldon* is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen, like a leaning pyramid high above the square-fronted ledges visible before. Next to it is the less lofty, but almost equally imposing, cone of Copper Mt., squarely opposite the sombre precipices of the Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and ... crest along the continental watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and beyond it, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This	f20.57	536
	Sawback & Bow ranges		Sawback range	
	Vermillion pass		Pilot and Copper Mts.	
	Mount Lefroy		Mt. Lefroy	

(MOUNTAIN TIME) Laggan to Brandon

f Flag Stations.

East-bound Train	Miles from Vancouver
LEAVE	
f21.40	554
Entering Rocky Mt. Park	
f21.15	543
f20.57	536
Sawback range	
Laggran to Brandon (MOUNTAIN TIME)	
Pilot and Copper Mts.	
Mt. Lefroy	

MEMORANDA

Miles from Montreal	Westbound Train	STATIONS—Descriptive Notes	Eastbound Train	Miles from Vanc'r
	ARRIVE	great mountain becomes visible at Cascade station, and from Eldon almost to the summit it is the most conspicuous and admirable feature of this wonderful valley.	LEAVE	
2380	DAILY 7.20	**Laggan**—Terminus of Western Division.	20.35	526

LAGGAN AND VANCOUVER: 526 Miles

Pacific Division

Miles from Montreal	Westbound Train	STATIONS—Descriptive Notes	Eastbound Train	Miles from Vanc'r
	LEAVE DAILY		ARRIVE DAILY	
2380	6.30	**Laggan**—Alt. 4,930 ft. Here the time goes back one hour to conform with the Pacific Standard. Beyond *Laggan* the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow range. Looking upward through this gap towards Bow Lake and the huge peak of Mt. Hector, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. It is 1,300 feet above you, and a dozen miles away. Laggan is the station for the Lakes in the Clouds. Ponies and vehicles are in summer here in waiting for tourists intending to visit these picturesque lakes, which, perched on the mountains' sides amidst the most romantic environments, are rare gems whose loveliness and charm surpass all description. Lake Louise, which is the first, is two and one-half miles from the station by a pleasant carriage drive across the face of the mountain. On the margin of this beautiful lake there is a comfortable Chalet hotel, where excellent accommodation is provided. There is a bridle path to Mirror Lake higher up the mountain, and a still further ascent to Lake Agnes, during which a magnificent view of the Bow Valley and the surrounding mountains is obtained. Trails also lead to Paradise Valley and other sequestered spots. No more delightful place is imaginable than these lovely stretches of water in cloudland.	19.25	526
	PACIFIC TIME (Laggan to the Coast)		Descent of the Atlantic Slope	
	The first glacier			
	Lakes in the Clouds		Lakes in the Clouds	
2387	f6.50	**Stephen**—Alt. 5,296 feet. The station at the summit of	f19.05	519
2389	7.00	**Hector**—Alt. 5,190 ft. the Rocky Mts., like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude—is named in honor of the first President of the Canadian Pacific Railway Co. Here is	f18.55	517

f Flag Stations.

East-bound Train	Miles from Vanc'r
LEAVE	
20.35	526

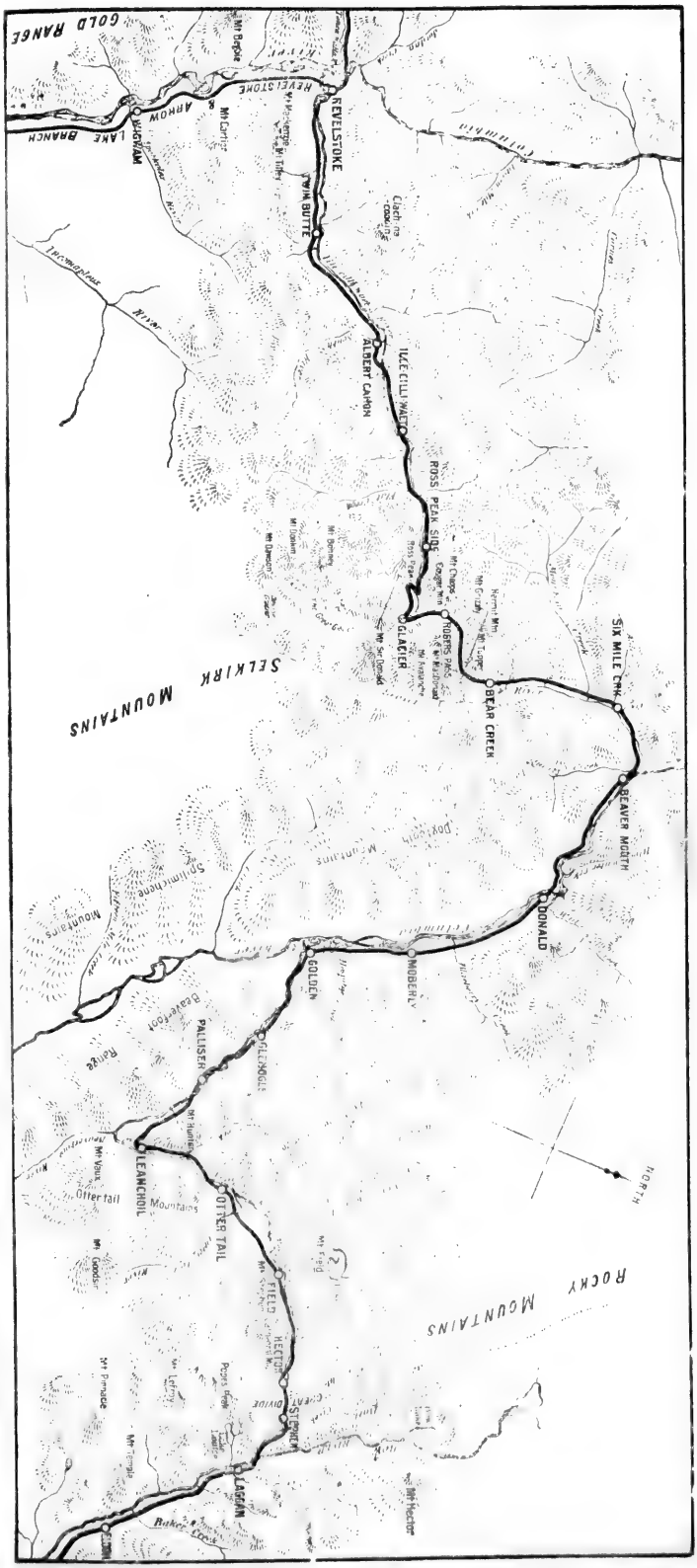
Miles

East-bound Train	Miles from Vanc'r
ARRIVE DAILY 19.25	526

De-scent of the Atlan-tic Slope

Lakes in the Clouds

f19.05	519
f18.55	517



Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'ver
	Summit of the Rockies	the "Great Divide," and a sparkling stream separates into two, the waters of one flowing to the Pacific, and of the other to Hudson's Bay. From here the line descends rapidly, passing the beautiful Wapta Lake at *Hector*, and crossing the deep gorge of the Wapta, or Kickinghorse, River just beyond. The scenery is now sublime and almost terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread a thousand feet below. Looking to the right, one of the grandest mountain-valleys in the world stretches away to the north, with great, white, glacier-bound peaks on either side. Looking ahead, the dark angular peak of Mt. Field is seen. On the left the Duomo-like head of Mt. Stephen (8,000 feet above the valley), and the spires of Cathedral Mt. still further to the left, occasionally appear over the tree-tops. Soon the slope of Mt. Stephen is reached, and on its shoulder, almost overhead, is seen a shining green glacier, which is slowly pressing forward and over a vert cal cliff of great height. Here, too, can be seen a silver-lead mine on the mountain side, 2,500 feet above its base. Passing through a short tunnel, and hugging the base of the mountain closely the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.	Summit of the Rockies Sublime scenery In front of Mt. Stephen	
	Mt. Stephen and its glaciers			
2397	Arrive 7.50 Breakfast at the Mt. Stephen House Leave 8.15	‖ **Field**—Alt. 4,050 ft. At *Field* is a charming chalet hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping place for tourists, and has been recently enlarged to meet the wants of increased travel. There is excellent fly fishing for trout in a pretty lake six miles away, and a fossil bed and crystal cave are near the village. Looking down the valley from the Hotel, the Ottertail Mts. are seen on the left, and the Van Horne range on the right. The two most prominent peaks of the latter are Mts. Deville and King, the former on the right. Emerald Lake, 7 miles away, and reached by an excellent trail, which crosses a natural bridge, is one of the most pleasing places for tourists to spend a day, and beyond it are some lovely waterfalls of great height.	18.05 Leave Supper at the Mt. Stephen House 17.40 Arrive	509
2404	ƒ8.45	**Ottertail**—Alt. 3,700 ft.	Two miles beyond Field, very ƒ16.50	502

‖ **Refreshment Stations.** ƒ Flag Stations.

Eastbound Train	Miles from Vanc'ver
Summit of the Rockies	
Sublime scenery	
In front of Mt. Stephen	
18.05 Leave	509
Supper at the Mt. Stephen House	
17.40 Arrive	
f16.50	502

ations.

MEMORANDA

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTE	East-bound Train	Miles from Vanc'r
2411	*f* 9.05	**Leanchoil**—Alt. 3,570 ft. lofty, glacier bearing heights are seen at the north. The line rises from the flats of the Wapta (or Kicking Horse), and after crossing a high bridge over the Otter-tail river (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Otter-tail and Van Horne ranges. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to *Leanchoil*, where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Otter-tail Mts. rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the south-east as far as the eye can reach. These are the Beaverfoot Mts. At the right Mt. Hunter pushes its huge mass forward like a wedge between the Otter-tail and Beaverfoot ranges. The river turns abruptly against its base and plunges into the lower Kicking Horse canyon, down which it disputes the passage with the railway. Near Palliser can be seen a group of hoodoos in process of formation.	16.37	4[illegible]
		West'n slope of the Kicking Horse Pass	Van Horne Range	
			Beaverfoot and Otter-Mts.	
2419	9.30	**Palliser**—Alt. 3,250 ft. The canyon rapidly deepens until, beyond *Palliser*, the mountain sides become vertical, rising straight up thousands of feet, and within an easy stone's throw from wall to wall. Down this vast chasm go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight and the roar of the river and the train increased a hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.	16.10	487
		Lower canyon of the Wapta	Lower canyon of the Wapta	
2424	*f* 9.55	**Glenogle**	*f* 15.45	482
2431	10.20	**Gold[illegible]**—Alt. [illegible]550 ft.	15.10	475
2437	*f* 10.40	**M[illegible]rly**—Alt. 2540 ft. The train suddenly emerges into daylight as *Golden* is reached. The broad river ahead is the Columbia moving northward, The surpassingly beautiful mountains beyond are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting into the remote distance. Parallel with them, and rising eastward from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just	*f* 14.50	469
		The Columbia and the Selkirks	At the foot of the Rockies	
			Agriculture, sport and mines in the Kootenay Valley	
		Golden		

f Flag Stations.

East-bound Train	Miles from Vanc'r
16.37	49[illegible]
Van Horne Range	
Beaverfoot and Otter Mts.	
16.10	487
Lower canyon of the Wapta	
f 15.45	482
15.10	475
f 14.50	469
At the foot of the Rockies	
Agriculture, sport and mines in the Kootenay Valley	

MEMORANDA

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc
	LEAVE		LEAVE	
	Navigation of the Upper Columbia	now over the massive benches upon which they rest. *Golden* is a mining town upon the bank of the Columbia, at the mouth of the Wapta. During the summer steamers make trips from here (Tuesdays and Fridays) up the Columbia to Windermere on the lakes at the head of the river, 100 miles distant. About Golden, and at various places above, especially at the base of the Spillimichene Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Findlay Creek mining district and to the Kootenay Valley. The trip up the river is a most desirable one for sportsmen. From Golden to Donald, the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches.		
	Moberly	*Moberly* is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C.E., engaged in the preliminary surveys of the railway route, passed the winter of 1871-2.		
2447	11.10	**Donald**—Alt. 2,530 ft. *Donald* is a charmingly situated town in the shadow of the	14.20	459
2459	11.55	**Beaver Mouth**—Alt. 2,500 ft.	13.40	447
		Selkirks, and an important supply point for the mining country about it and at the great bend of the Columbia below. Leaving Donald the railway crosses the Columbia to the base of the Selkirks. A little further down, the Rockies and Selkirks crowding together force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at *Beaver Mouth*, the most northerly station on the transcontinental route, the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot-bridge over it—just where the river makes its final and mad plunge down to the level of the Columbia.	Second cr'sing of the Columbia	
2464	f12.20	**Six-Mile Creek**—Alt. 2,900 ft. A little way up the Beaver the	f13.15	442
2469	12.55	**Cedar**	12.55	437
2474	f13.20	**Bear Creek**—Alt. 3,500 ft. line crosses to the right bank, where, notched into the mountain side, it rises at the rate of 116 feet to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is	f12.40	432
	Beav'r Valley			

‖ Refreshment Stations. f Flag Stations.

MEMORANDA

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale	LEAVE	
		that many travellers fail to notice	Beav'r-mouth	
		the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From *Six-Mile Creek* station, one sees ahead, up the Beaver valley, a long line of the higher		
	Big trees	peaks of the Selkirks, *en echelon*, culminating in an exceedingly lofty pinnacle, named Sir Donald, with which a more intimate acquaintance will be made at Glacier House. Again, from Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a grand array, the last of which is Sir Donald, leading the line. A little further on, Cedar Creek is crossed,	Descent of the Beav'r Valley	
	Superb view of the Selkirks	and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot *The Surprise*. The principal difficulty in construction on this part of the line was	Superb views westward	
	The Surprise.	occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along		
	Herm't Mount	which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill, flowing in the bottom of a narrow, V-shaped channel, 300 feet below the rails—one of the loftiest railway bridges in the world. As *Bear Creek* station is approached, a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for	Beaver Valley	
	Stony Creek bridge	a long distance. The line here leaves the Beaver and turns up Bear Creek along continuing grades of 116 feet to the mile.——Many of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these	Stony Creek bridge	
	The snow-sheds	have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the	The snow-sheds	

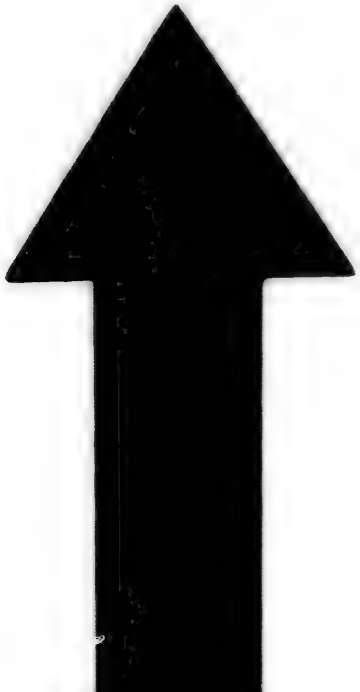
East-bound Train	Miles from Vancouver
LEAVE	
Beav'r-mouth	
Des-cent of the Beav'r Valley	
Superb views west-ward	
Beaver Valley	
Stony Creek bridge	
The snow-sheds	

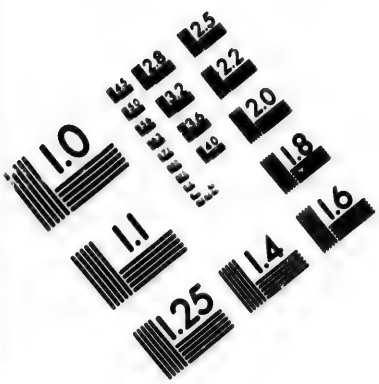
MEMORANDA

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	mountain sides in such a manner as to bid defiance to the most terrific avalanche.——Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a	LEAVE	
	Bear Creek			
	Mount Macdonald	narrow portal to the amphitheatre of Rogers' Pass, at the summit. The cowled figure of a man, with his dog, on the edge of one of the crags shapes itself out of the rocks, and gives the name of Hermit to the mountain. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height. Its base is but a stone's-throw distant, and it is so sheer, so bare and stupendous,	Descent thro' Bear Creek gorge	
	The H'rmit	and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery. In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mt., and, as the station at Rogers' Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but ages ago some terrific convulsion of nature has split them asunder, leaving barely room for the railway.	Exit from Rogers Pass	
2479	13.50	**Rogers' Pass**—Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphi-	12.20	427
	Peaks and glaciers in Rogers Pass	theatre, under whose parapet, seven or eight thousand feet above the valley, half-a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or	Mts. Macdonald and H'rmit	
	A National Reserve	has looked up from the green valley at a snow-storm trailing its curtain along their crests with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, the rear slopes of which were seen in ascending the Beaver. This pass valley has been reserved by the Government as a national park.		
2481		**Selkirk Summit**—Alt. 4,300 ft. Summit of the pass. The mountain at the right surmounted by a pyramidal		425

MEMORANDA

Eastbound Train	Miles from Vancouver
LEAVE	
Descent thro' Bear Creek gorge	
Exit from Rogers Pass	
12.20	427
Mts. Macdonald and H'rmit	
	425





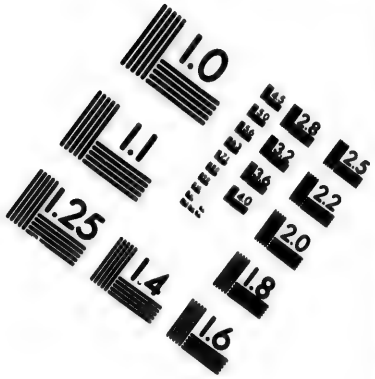
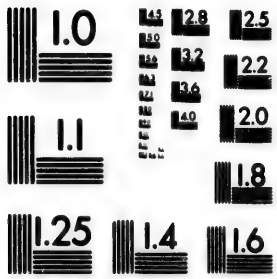
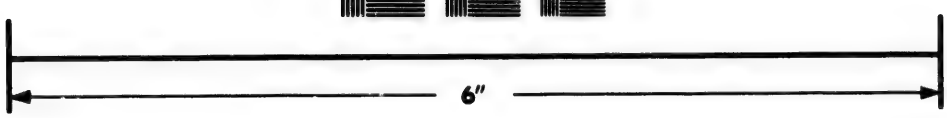
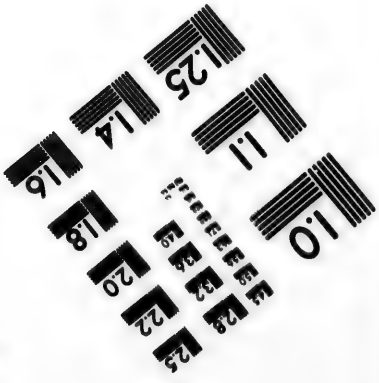


IMAGE EVALUATION TEST TARGET (MT-3)







Photographic Sciences Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illicilliwaet, is Ross Peak, a massive and symmetrical mountain carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks, of which Sir Donald is the chief. At the right is the deep valley of the Illicilliwaet, which makes its way westward by a devious course among numberless hoary-headed mountain monarchs. Far below and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost) a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice extending as far as the eye can reach, as large, it is said as all those of Switzerland combined, the ice field, of which the Great Glacier is one of a number of outlets, embracing more than 200 square miles.	LEAVE	
	Source of the Illicilliwaet		The summit of the Selkirks	
			Overlooking the gorge of the Illicilliwaet	
	The Great Glacier			
			FIRST DAY	
2483	Arrive 14.15	**Glacier House**—Alt. 4,122 ft. Station and hotel within thirty minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises a naked and abrupt pyramid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith, one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks, second only to Sir Donald. Rogers' Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes), are in full view. Again to the left, comes Cheops, and in the foreground, and far down among the trees, the Illicilliwaet glistens. Somewhat at the left of Cheops a shoulder of Ross Peak is visible over the wooded slope of the mountain behind the hotel. The hotel serves not only as a dining station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains or glaciers. The Company has built a large annex to the hotel to accommodate the increasing tourist travel	Leave 11.55 A.M.	423
	Lunch		Lunch	
	Leave 14.40 P.M.		Arrive 11.30 A.M.	
	Sir Donald		Sir Donald and other peaks	
	Names of the peaks		The great glacier of the Selkirks	

† Refreshment Stations.

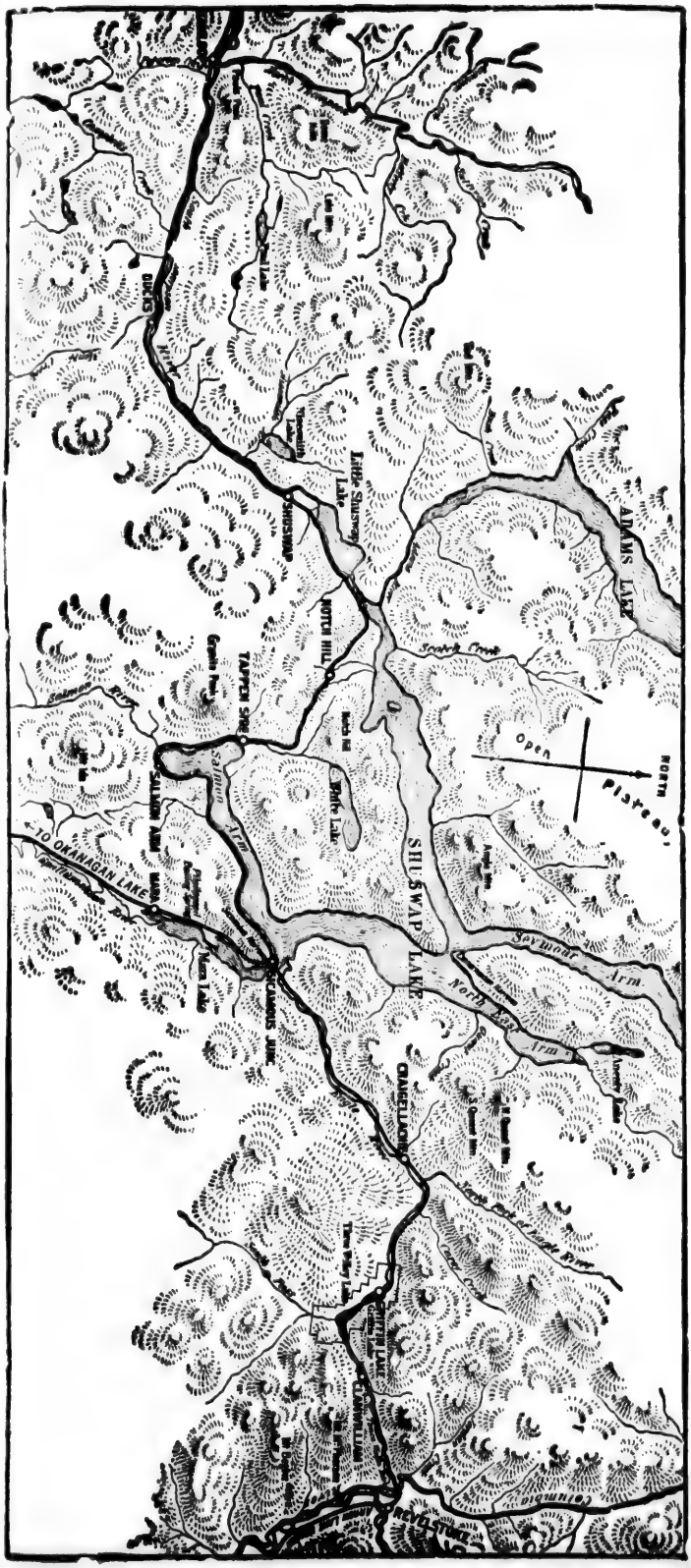
East-bound Train	Miles from Vancouver
LEAVE	
The summit of the Selkirks	
Overlooking the gorge of the Illecillewaet	
FIRST DAY	
Leave 11.55 A.M.	423
Lunch	
Arrive 11.30 A.M.	
Sir Donald and other peaks	
The great glacier of the Selkirks	

MEMORANDA

Remained in train
[illegible] on
4 ft. rail -

Miles from Montreal	West-bound Train	STATIONS—Descriptive Notes	East-bound Train	Miles from Vanc'v'r
	LEAVE		LEAVE	
	The Great Glac'er	that is not satisfied with the short stop made by train, and this has been recently enlarged. The Great Glacier is exactly a mile and a half away, and its slowly receding forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable, but easy, and trails lead to Marion Lake and other attractive points at high altitudes. Rogers' Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught and furnishes fountains about the hotel. Game is very abundant throughout these lofty ranges.		
	Game	Their summits are the home of the mountain goat, which are seldom found southward of Canada. Bears can also be obtained.	Game	
		Continuing the descent from the Glacier House, and following around the mountain-side, The Loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Ross Peak glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a biscuit's-toss; then sweeping around	Climbing the Loops	
	The Loop	to the left, touching Cougar Mt., on the other side of the Illecilliwaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain-slope, and farther to the left, and high above the long snow-shed the summit range, near Rogers' Pass is yet visible, with Sir Donald overlooking all.		
2489		**Ross Peak**—Alt. 3,600 feet. The Illicilliwaet River is here of no great size, but of course turbulent. Its water		417
2498	15.35	**Illicilliwaet**—Alt. 3,593 feet. is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. About *Ross Peak* station are many silver mines penetrating the crest of one of the lofty hills north of the railway. Caribou occur in numbers from here down to the Columbia.	10 05	408
	Silver mines		Game, lumber and silver mines	
2505	16.00	**Albert Canyon**—Alt. 2,845 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to	9.35	401
	Canyons of the Illicilliwaet		Gorge of the Illicilliwaet	

Eastbound Train	Miles from Vancouver
LEAVE	
Game	
Climbing the Loops	
	417
10 05	408
Game, lumber and silver mines	
9.35	401
Gorge of the Illecillewaet	



Miles from Montreal	Westbound Train LEAVE	STATIONS—DESCRIPTIVE NOTES	Eastbound Train LEAVE	Miles from Vancouver
		wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the *Albert*, where the river is seen nearly 300 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide.		
2515	*f* 16.30	**Twin Butte**—This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up at the right the conspicuous and beautiful peak named Clachnacoodin. As the western base of the Selkirks is approached, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches Revelstoke, the great gateway to the wonderfully rich mining camps of West Kootenay.	*f* 8.55	391
	Base of the Selkirks		Entering the Selkirks	
	Observation Car detached here		Observation Car	
2527	17.30 P.M.	**Revelstoke**—Alt. 1,475 ft. Population 2,000. On the Columbia River—a railway divisional point and a gateway to the great West Kootenay mining camps. The town was originally located on the river-bank, a mile-and-a-half from the station, but the past year has seen its growth to the depot grounds. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1,050 ft., and 28 miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful country, and where the opportunities for sport are unlimited. To reach the mining regions by this route, involves a most delightful trip on the branch line to Arrowhead and steamer down Arrow Lake past the famous Halcyon Hot Springs, a well-known resort, to Nakusp and Robson. Nakusp is near the foot of the upper lake, where rail communication is made with Rosebery and New Denver, on Slocan Lake (from which C.P.R. steamer Slocan runs to Slocan City at the southern extremity of the lake, where rail connection has been established with the Lower Kootenay river) and with Sandon, in the very centre of the rich Slocan silver mining regions. The sail between Nakusp and Robson, a run of 165 miles, is through lovely scenery. From Robson, the Columbia & Kootenay Branch runs along the banks of the Lower Koot-	8.20 A.M.	379
	Dining Car		Dining Car detached here	
	The Columbia			
	Side-trip		Side trip on the Columbia	
	Gold range			

f Flag Stations.

East-bound Train	Miles from Vancouver
LEAVE	
f8.55	391
Entering the Selkirks	
Observation Car	
8.20 A.M.	879
Dining Car detached here	
Side trip on the Columbia	

MEMORANDA

Left Ottawa — Friday 11th
at 9 P.M. Reached Vancouver
Frank met us & accompanied
us to Kamloops — in autumn
Revelstoke.

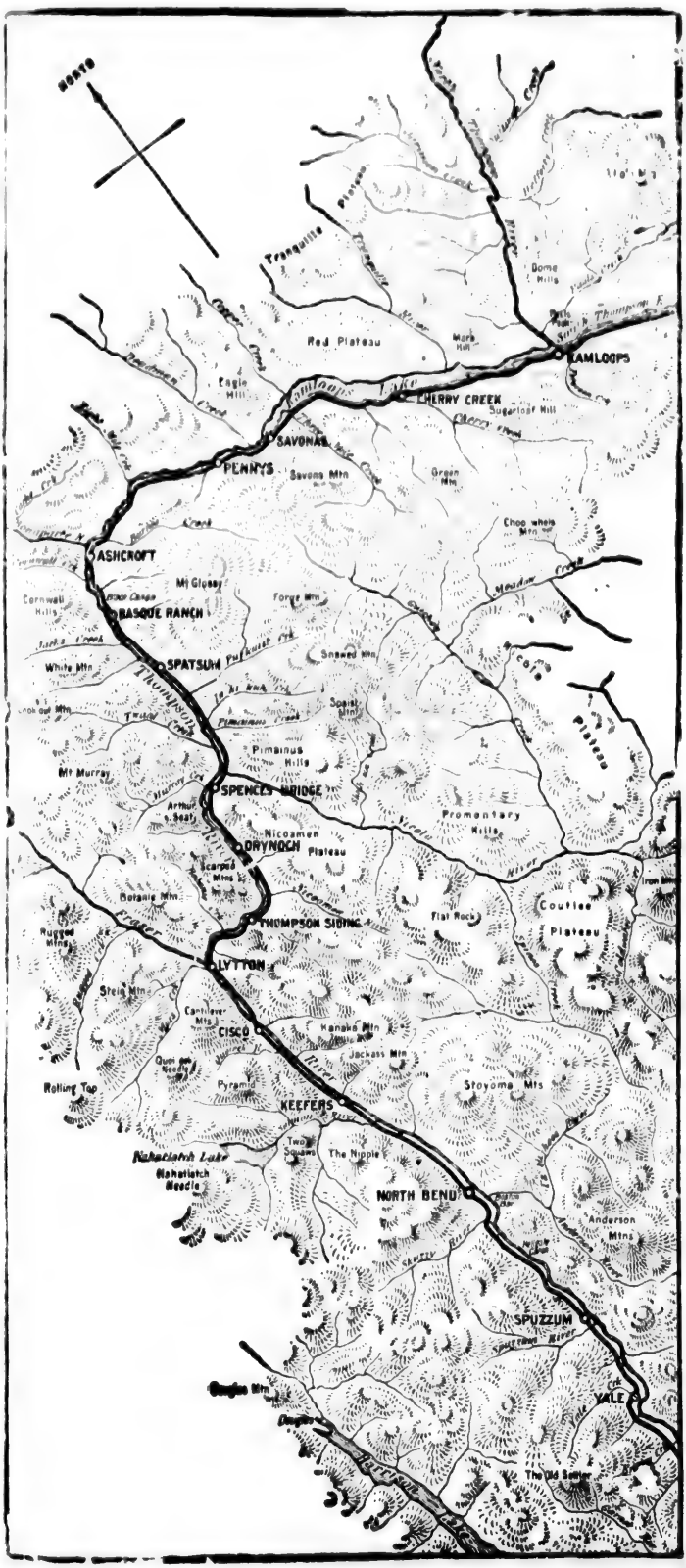
Miles from Montreal	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vanc'vr
	LEAVE		LEAVE	
		enay River, a magnificent fishing water, to Nelson, a town of remarkable growth recently. Another C.P.R. steamboat plies between Nelson and Kootenay Landing, making connections with the trains of the Crow's Nest Pass Ry. at the latter place, and other steamers run regularly to the numerous gold, silver and copper mines on the Kootenay Lake, affording opportunities for enjoying the magnificent lake and mountain scenery of this picturesque locality. From opposite Robson the trains of the Rossland branch of the C.P.R. run along the western bank of the Columbia River to the great smelting centre of Trail, and to the new city of Rossland, a mining camp of phenomenal growth about which cluster a number of rich mines, the wealth of which has been demonstrated by actual production. The railway has also been completed from the Columbia River through the Boundary Country to the west and is opening up another very rich mineral region.		
	Kootenay mining regions	On the Columbia river, and the Arrow, Slocan and Kootenay lakes is a steamship service, operated by the C.P.R. Co., which is unsurpassed in American waters. The steamers are speedy, sumptuously appointed and have all the advantages of the latest modern construction.		
		The two peaks south-east, seen from the main line of the railway, are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbia range, and the most prominent one of them in view, towards the south-west, is Mt. Begbie imposing and glacier-studded. The Columbia is crossed upon a bridge half a mile long, and the Gold range is at once entered by Eagle Pass, which is so deep cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks. Lofty mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the		
2536	*f*18.10	**Clanwilliam** — Alt. 1,996 ft.	*f*7.20	370
2544	*f*18.40	**Griffin Lake** — Alt. 1,900 ft.	6.55	362
2554	*f*19.08	**Craigellachie**- Alt. 1,450 ft.	*f*6.25	352
	In the Eagle Pass		The ascent of the Eagle Pass	
			Lovely Lakes	

	East-bound Train	Miles from Vanc'r
	LEAVE	
	*f*7.20	370
	6.55	382
	*f*6.25	352
The ascent of the Eagle Pass		
Lovely Lakes		

MEMORANDA

Miles from Montreal	West-bound Train	STATIONS—Descriptive Notes	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
		entire width of the valley, and forcing the railway into the mountain-sides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir, hemlock, cedar, balsam, and many other varieties—giants, all of them. Sawmills occur at intervals. At *Craigellachie* the last spike was driven in the Canadian Pacific Ry. on Nov. 7, 1885—the rails from the east and the west meeting here.	Base of the gold range	
	The last spike			
	P.M.			
2571	19.50	**Sicamous Junc.**—Alt. 1,300 ft. On the great Shuswap lakes, the centre of one of the best sport-ing regions on the line. Northward within a day caribou are abundant; the deer shooting southward within 30 miles is very good, and on the lakes there is famous sport in deep trolling for trout. The London *Times* has well described this part of the line:—"The Eagle River leads us "down to the Great Shuswap Lake, so "named from the Indian tribe that "lived on its banks and who still have "a 'reserve' there. This is a most re-"markable body of water. It lies "among the mountain ridges, and con-"sequently extends its long narrow "arms along the intervening valleys "like a huge octopus in half-a-dozen "directions. These arms are many "miles long, and vary from a few "hundred yards to two or three miles "in breadth, and their high, bold "shores, fringed by the little narrow "beach of sand and pebbles, with "alternating bays and capes, give "beautiful views. The railway crosses "one of these arms by a drawbridge "at Sicamous Narrows, and then "goes for a long distance along the "southern shores of the lake, running "entirely around the end of the "Salmon arm." There is a hand-some new hotel at Sicamous which affords comfortable headquarters for those visiting the locality. *Sicamous* is the station for the mining and agri-cultural districts to the south where there is large settlement. A branch railway runs to Vernon and Okana-gan, at the head of Lake Okanagan, a magnificent sheet of water on which the steamer "Aberdeen" plies to Kelowna and to Penticton, at the foot of the lake, from which the mining region to the south is reached. There is excellent hotel accommodation at Penticton for tra-vellers to and from the Fairview and other mining camps. Vernon is a charming spot, and the whole country is a veritable earthly para-dise. Near Kelowna, on the lake shore,	5.45	835
2589	20.40	**Salmon Arm**	4.45	817
2597		**Tappen Siding**		809
	Dining Car de-tached		Dining Car at-tached	
	Game and fish		Great Shus-wap Lake and its sports	
	The Shus-wap lakes			
	Sica-mous and Okan-agan		View from Notch Hill	

East-bound Train	Miles from Vancouver
LEAVE	
Base of the gold range	
5.45	335
4.45	317
	309
Dining Car attached	
Great Shuswap Lake and its sports	
View from Notch Hill	



Miles from Montreal	Westbound Train	STATIONS—Descriptive Notes	Eastbound Train	Miles from Vancouver
	LEAVE	thirty-five miles from Vernon, the Governor-General of Canada has a fine farm, and another holding of 13,000 acres a few miles from Vernon, employing a small army of men, and growing fruits of all kinds that the temperate zone will produce. Further down the lake is Peachland, a new town which is making considerable progress. This is a land of vineyards and orchards, as well as a Mecca for keen sportsmen, for there is an abundance and variety of large and small game, including cariboo, bear, deer, Bighorn and mountain goats. On the west side of the lake are numerous bands of wild horses. Resuming the transcontinental trip, a writer says: "For 50 miles the "line winds in and out the bend- "ing shores, while geese and ducks "fly over the waters and light "and shadow play upon the opposite "banks. This lake with its bordering "slopes, gives a fine reminder of Scot- "tish scenery. The railway in getting "around it, leads at different, and "many, times towards every one of "the thirty-two points of the compass. "Leaving the Salmon arm of the lake "rather than go a circuitous course "around the mountains to reach the "South-western arm, the line strikes "through the forest over the top of "the intervening ridge [*Notch Hill*]. "We come out at some 600 feet eleva- "tion above this 'arm,' and get a mag- "nificent view across "the lake, its wind- "ing shores on both "sides of the long "and narrow sheet "of water stretching "far on either hand, with high moun- "tain ridges for the opposite back- "ground. The line gradually runs "down hill until it reaches the level of "the water, but here it has passed the "lake, which has narrowed into the "[south branch of the] Thompson "River. Then the valley broadens, "and the eye that has been so accus- "tomed to rocks and roughness and "the uninhabited desolation of the "mountains is gladdened by the "sight of grass, fenced fields, growing "crops, hay stacks, and good farm "houses on the level surface, while "herds of cattle, sheep and horses "roam over the valley and bordering "hills in large numbers. This is a "ranching country extending far into "the mountain valleys west of the "Gold Range on both sides of the "railway, and is one of the garden "spots of British Columbia. . . . "The people are comparatively old	LEAVE	
			Little Shuswap Lake	
			FIRST DAY	
	P.M.			
2606	21.35	**Notch Hill**—Alt. 1,708 ft.	3.55	300
2622	22.23	**Shuswap**	3.00	284
2638	f23.05	**Ducks**	f2.30	268
			A.M.	
	Ranches of the Thom'- son Valley		Farms and cattle herds	

f Flag Stations.

	Eastbound Train	Miles from Vancouver
	LEAVE	
	Little Shuswap Lake	
	FIRST DAY	
	3.55	300
	3.00	284
	f2.80	268
	A.M.	
	Farms and cattle herds	

MEMORANDA

Miles from Montreal	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vancouver
	LEAVE	"settlers, having come in from the "Pacific Coast, and it does one's heart "good, after having passed the rude "little cabins and huts of the plains "and mountains, to see their neat "and trim cottages with the evidences "of thrift that are all around."	LEAVE	
	Old-time settlements		Old-time settlements	
2655	23.55 MIDNIGHT	‖**Kamloops**—Alt. 1,160 feet. Pop. 2,000. Divisional point and principal town in the Thompson River Valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river. It is a beautiful spot, whose dry invigorating climate pre-eminently makes it a desirable resort for sufferers from pulmonary troubles. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and saw mills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops, is an Indian reservation, overlooked by St. Paul's Mountain. The principal industry around Kamloops is grazing, since the hills are covered with most nutritious "bunch-grass," and agriculture and fruit raising flourish wherever irrigation is practicable, but recently the country has developed into a promising mining region. This is the supply point for a large ranching and mineral region southward, especially in the Nicola valleys, reached by stage lines, and for the mines being operated in the immediate vicinity of the town, ores of which are largely similar to those of Trail Creek, principally gold and copper.	1.55 A.M.	251
	The North Thom'son		Forks of the Thomson	
	Industries of the region		The 'bunch grass' co'ntry	
2669	24 50	**Cherry Creek**.—Just below Kamloops the Thompson widens out into Kamloops Lake, a broad, beautiful, hill-girt sheet of water, along the south shore of which the railway runs some twenty miles. Halfway a series of mountain spurs project into the lake, and are pierced by numerous tunnels, one following the other in close succession. At *Savona's* the lake ends, the mountains draw near and the series of Thompson river canyons is entered, leading westward to the Fraser through marvellous scenery. Quicksilver mines of great value are being operated in this locality. From here to Port Moody, the nearest point on Pacific tidewater, the railway was built by the Dominion Government and	24.50	237
	Kamloops Lake		MIDNIGHT	
2680	1.24	**Savonas**	24.16	226
2687	f1.46	**Pennys**	f23.55	219

‖ Refreshment Stations. f Flag Stations.

East-bound Train	Miles from Vane'v r
LEAVE	
Old-time se**tle-ments	
1.55 A.M.	251
Forks of the Thom-son	
The 'bunch grass' co'ntry	
24.50	237
MID-NIGHT	
24.16	226
f23.55	219

ns.

MEMORANDA

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	transferred to the Company in 1886. *Pennys* is an old-time ranching settlement.	LEAVE	
2702	2.33	**Ashcroft**—Alt. 1,075 ft. *Ashcroft* (pop. 1,000), has developed into a busy town, being the point of departure for Cariboo and Omineca gold fields in the northern interior of British Columbia. Trains of freight waggons drawn by long strings of pack-mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut hills. At *Spence's Bridge* the old waggon road up this valley to the Cariboo gold country crosses the river; and the railway crosses here the mouth of the Nicola River, whose valley southward is an important grazing and ranching region. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges; and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive green grass slope or some white exposure. With this fantastic color, to which the brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbaged terraces impress themselves most strongly on the memory. Five miles beyond *Drynoch*, Nicomen, a little	23.14	204
2709		**Basque Ranche**		197
2716	*f* 3.25	**Spatsum**	*f* 22.35	190
	C'riboo district		Ashcroft and the C'riboo trade	
	The Black Cany'n			
2727	4.05	**Spence's Bridge**	22.03	179
2734	*f* 4.29	**Drynoch**—Alt. 700 ft.	*f* 21.43	172
2740	*f* 4.52	**Thompson**	*f* 21.26	166
2744	*f* 5.09	**Gladwin**	*f* 21.12	162
	The Nicola River		The Nicola River	
	Grotesque forms of rocks		Fantastic canyon scen'ry	

f Flag Stations.

East-bound Train	Miles from Vancouver
LEAVE	
23.14	204
	197
f22.35	190
Ashcroft and the C'riboo trade	
22.03	179
f21.43	172
f21.26	166
f21.12	162
The Nicola River	
Fantastic canyon scen'ry	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	mining town is seen, and on the opposite bank of the river gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment, snowy peaks are seen glistening above the clouds. At	LEAVE	
	Thom'son canyon		Ascending the Thomson River	
2750	5.28	**Lytton**—Alt. 675 ft. *Lytton*, a small trading town,	20.57	156
2759		**Kanaka** the canyon suddenly widens to		147
2765	6.26	**Keefers** admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks, and whose turbid flood soon absorbs the bright green waters of the Thompson. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at *Cisco*. The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old Government road, built in the early 60's and abandoned since the opening of the railway, attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below Kanaka, where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dip-nets, and in sunny spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel bars washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated graveyards, alternate with the groups of huts of the Chinese. A charming chalet hotel makes *North Bend* (a divisional point) a	20.10	141
	Observation Car attached (May 20 to Oct. 15)		Observation Car detached	
	The cantilever bridge		Upper valley and crossing of the Fraser	
	The Cariboo road			
	Indians and Chinamen.		Salm'n and gold dust	
	ARRIVE 7.00		LEAVE 19.40	
	Breakfast at the Fraser Canon House.		Supper at the Fraser Canon House	
	LEAVE 7.25	**North Bend**—Alt. 425 ft.	19.15 ARRIVE	130

East-bound Train	Miles from Vancouver
LEAVE	
Ascending the Thomson River	
20.57	156
	147
20.10	141
Observation Car detached	
Upper valley and crossing of the Fraser	
Salm'n and gold dust	
LEAVE 19.40	
Supper at the Fraser Canon House	
19.15	130
ARRIVE	

MEMORANDA

Date

Set watch on Time - Hours

Breakfast 7.30 AM

Miles from Montreal	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vancouver
2792	LEAVE *f*8.10	**Spuzzum** — desirable and delightful stopping-place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At Boston Bar, a few miles below, where mining operations are carried on, the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. Ten miles below North Bend is Hell Gate, near which a projecting narrow rock is called Lady Dufferin's Walk. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. Near *Spuzzum* the Government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale. Ten miles below Spuzzum the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left, and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale.	LEAVE *f*18.30	114
	FIFTH DAY		Entrance to the Fraser canyon	
	The great canyon		Cariboo wagon road	
2803	8.40	**Yale**—Alt. 200 ft. — *Yale* is the head of navigation and was formerly an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep *cul de sac* in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river bars for a long way below Yale. Across the river from *Hope Station* is the village of the same name—a mining town and trading-post, whence trails lead over the mountains in different directions. Southwestward may be seen Hope Peaks, where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked profitably. Below Hope is the bottomless Devil's Lake. The canyon widens out, and is soon succeeded by a broad, level valley with rich soil and heavy timber. The rude Indian farms give place to broad, well-cultivated fields, which become more and more frequent, and vegetation of all kinds rapidly increases in luxuriance as the Pacific is approached.	17.57	103
2816	9.07	**Hope**—Alt. 200 ft.	17.30	90
	Hope Peak		Hope and Yale	
	End of the canyons		Approaching the Cascade Mountains	

f Flag Stations.

	East-bound Train	Miles from Vanc'v'r
	LEAVE f18.30	114
	Entrance to the Fraser canyon	
	Cariboo wagon road	
	17.57	103
	17.30	90
	Hope and Yale	
	Approaching the Cascade Mountains	

MEMORANDA

Miles from Montreal	Westbound Train	STATIONS—Descriptive Notes	Eastbound Train	Miles from Vanc'v'r
2824	f9.25	**Ruby Creek**	f17.10	2
2885	9.45 A. M.	**Agassiz**	16.50	71
	Harrison Spri'gs	*Ruby Creek* is named from the garnets found in the vicinity. At *Agassiz*, overlooked by Mt. Che-am, is a Government experimental farm where fruit and grain are grown in great variety. *Agassiz* is the station for HARRISON SPRINGS (hot sulphur), on Harrison Lake, five miles north. These springs are famed for their curative properties, and are visited by invalids from everywhere on the Pacific Coast. The St. Alice hotel affords accommodations, and the country about is most interesting.	Harrison Spri'gs	
2843	10.03	**Harrison**	16.30	63
2853	f10.25	**Nicomen**	f16.12	53
	Mount Baker	Near *Harrison Station* the Harrison River is crossed just above its confluence with the Fraser. Until the opening of the Fraser route, in 1864, the only access to the northern interior of the province was by way of the Harrison valley. A few miles beyond *Nicomen*, Mount Baker comes into view on the left, fifty miles away—a beautiful isolated cone, rising 14,000 feet above the railway level.	Mount Baker	
2863	10.55	**Mission Junc.**	15.52	43
2872	f11.15	**Wharnock**	f15.21	34
2879	f11.29	**Haney**	f15.07	27
2881	11.34	**Hammond**	15.03	25
	Bran'h Line.	From *Mission Jc.* a branch line crosses the Fraser River and runs to the international boundary line where rail connection is made with the Seattle & International Ry. for Seattle, Wash., thence via Northern Pacific Rd. to Tacoma, Portland, and all Oregon and California points. This line gives through connection for all the prominent points on Puget Sound, and for Portland and San Francisco. (See Condensed Time Table on pages 2 and 3.) Eight miles beyond at the crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth and mighty river. The celebrated Pitt Meadows are traversed and a couple of miles before reaching New Westminster Junction, the Pitt River is crossed. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway.		
	Big Trees			
	Observation Car detached			
2888	11.53	**New Westminster Junc.**	14.45	18
(2897)	(12.28) ARRIVE	**(New Westminster)**	(14.05)	(9)
	New Westminster	Divergence of branch line to the important town of NEW WESTMINSTER on the Fraser River, nine miles distant—the business portion of which was destroyed by fire in September, 1898. It has, however, been largely rebuilt, the citizens showing great energy and enterprise. The town is the headquarters of the salmon can-	Fraser River	

f Flag Stations.

East-bound Train	Miles from Vanc'v'r
f17.10	2
16.50	71
Harrison Spri'gs	
16.30	63
f16.12	53
Mount Baker	
15.52	43
f15.21	34
f15.07	27
15.03	25
14.45	18
(14.05)	(9)
Fraser River	

MEMORANDA

Miles from Montreal	Westbound Train ARRIVE	STATIONS—DESCRIPTIVE NOTES	Eastbound Train LEAVE	Miles from Vancouver
		ning industry, which is represented by a dozen or more extensive establishments. It has also large saw-mills, the product of which is shipped largely to China, South America, Africa, Europe, and Australia, and the Provincial Asylum and Penitentiary are located here. Steamers ply regularly to Victoria.		
2893	12.08	**Port Moody**	14.30	13
2902	12.27	**Hastings**	ƒ14.12	4
	Along Burrard Inlet Daily	*Port Moody*, at the head of Burrard Inlet, was for a time the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing *Hastings*, formerly a watering place, the young city of Vancouver soon appears.		
2906	12.40 P.M.	‖ **Vancouver**—Pop. 25,000. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has already extensive wharves and warehouses; many hotels, the Vancouver being a splendid structure and handsomely appointed; churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of asphalt streets, and is lighted both by gas and by electricity. An ample supply of pure water is provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to Victoria, Nanaimo and San Francisco, to China and Japan, to Sydney, Australia via Honolulu, H.I., and Brisbane, Queensland,	14.00 P.M. 2.00 LEAVE Daily	0
	About five days from Montreal			Vancouver; its site and commercial advantages

‖ Refreshment Stations. ƒ Flag Stations.

Eastbound Train	Miles from Vancouver
LEAVE	
14.30	18
∫14.12	4
14.00	0
P.M. 2.00	
LEAVE	
Daily	
Vancouver; its site and commercial advantages	

ons.

MEMORANDA

Miles from Montreal	West-bound Train	STATIONS—Descriptive Notes	East-bound Train	Miles from Vanc'v
	LEAVE		LEAVE	
	Commercial advantages	and Puget Sound and Alaskan ports, it being one of the principal points of departure on the coast for the Klondike, Cape Nome and other northern gold fields, and an outfitting headquarters for miners and prospectors. The C. P. R. White Empress Line, whose steamships are the only twin-screw vessels on the Pacific, takes the shortest, safest and most pleasant route to the Orient.	Commercial advantages	
	Resource's	The country south, towards the Fraser, has fine farms, and is especially adapted to fruit growing. The coal supply comes from Nanaimo, directly across the Strait of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and Mt. Baker looming up at the south-east. Stanley Park is a magnificent public pleasure resort. Opportunities for sport are unlimited at no great distance—mountain goats, bear and deer in the hills along the inlet; trout-fishing in the mountain streams; and sea-fishing in endless variety; and Capilano Canon, a few miles across the Narrows, affords a pleasant outing. A stay of a week at Vancouver will be well rewarded. A Clyde built steamer connects with Victoria, daily, Sundays included—a ferriage of six hours through a beautiful archipelago. Steamships for Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong, making the quickest passage by from five to ten days across the North Pacific, depart every three weeks in summer and every four weeks in winter, and for Honolulu and Sydney, Australia, via Brisbane, Queensland, every month. At Hong Kong passengers make connection with steamers of the P. & O. Co. for Colombo and other points on the Around the World route, with steamers of the China Navigation Co. and the Eastern & Australian Navigation Co., which ply between Hong Kong and Australia, or with the North German Lloyd steamships from Shanghai or Hong Kong via Singapore; Colombo, Suez, Naples and Genoa to Southampton.	Crossing the Gulf of Georgia	
From Vancouver to Yokohama, 4,283; to Hong-Kong 6,371; to San Francisco 1,133.	Daily		Daily	
	ARRIVE		A. M.	
2990	18.30 6.30 P.M.	**Victoria**—Pop. 25,000. Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island, overlooking the Straits of Fuca to the Pacific, and beyond the Gulf of Georgia, the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mt. Baker is con-	v1.00 LEAVE	84

v Passengers intending to leave Vancouver on Mondays will take steamer leaving Victoria Sunday at 24 o'clock.

East-bound Train	Miles from Vane'v'r
LEAVE	
Commercial advantages	
Crossing the Gulf of Georgia	
Daily	
A. M. *v*1.00 LEAVE	84

take steamer

MEMORANDA

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	Scenery and sport	spicuous. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the magnificent Government buildings, which rank amongst the handsomest in America, the city has many fine public and private structures, among them a large and well appointed opera house. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade and many large commercial houses, which do a very large outfitting trade for the Klondike. The Chinese quarter is always interesting to visitors. A railway extends north-easterly 70 miles to the great coal-mines at Nanaimo. Steamboats afford connections with Vancouver daily, and with Puget Sound ports, daily, except Mondays; and steamships depart about every five days for San Francisco, connecting there for southern California, Mexico and South American west-coast ports. Steamers from and to Vancouver for Japan, China, Hawaiian Islands, Queensland, and Australia stop at Victoria for passengers, and there are regular sailings for Alaskan points both for tourists visiting the wonderful fiords of the north coast, and those intending to explore the great gold-belt of the Yukon. Esquimalt Harbor, two miles from Victoria, is the British naval station and *rendezvous* on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times, and immense fortifications are being constructed.		
	Beautiful surroundings		A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 1 a.m. Passengers may occupy their staterooms as early as they please.	
Victoria is 3,350 miles, via C. P. R. from New York or Boston, and 5,70- from Liverpool via Montreal				
	Steamship connections			

Local Steamship Service on the Pacific Coast

An extensive steamship coast service is provided in connection with the Canadian Pacific Railway. From Vancouver steamers ply daily to Victoria; to Nanaimo daily, except Sunday, on arrival of "Imperial Limited."

From Victoria, steamers depart daily, Mondays excepted, for Puget Sound Ports; every five days for San Francisco. Steamers from both Vancouver and Victoria to Puget Sound, make connections at Tacoma with trains for Portland, Ore., San Francisco and Southern California.

East-bound Train	Miles from Vane'vr
A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 1 a. m. Passengers may occupy their state-rooms as early as they please.	

Coast

with the Cana-
ria; to Nanaimo

or Puget Sound
Vancouver and
s for Portland,

MEMORANDA

Lake Route

(SUMMER MONTHS ONLY)

Montreal and Toronto: 338 Miles

Ontario & Quebec Division

Toronto and Owen Sound: 122 Miles

Ontario & Quebec Division

Owen Sound and Fort William: 555 Miles

Lake Steamship

Miles from Montreal	Westbound Train	STATIONS—Descriptive Notes	Eastbound Train	Miles from Vanc'vr
	LEAVE DAILY		ARRIVE DAILY	
0	9.30pm	**Montreal** — From the Windsor Street Station the run is made on the high stone viaduct to the city limits, thence on the brow of an embankment until Montreal Junc. is reached, where the line to New York, Boston and New England points via the St. Lawrence bridge diverges, and then strikes west through a beautiful and highly cultivated district sloping down to the St. Lawrence river, along the bank of which an almost continuous village extends from Western Jc. to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village of *Lachine* is seen at the left; and above the trees, further to the left a good view is had of the great steel bridge built by the Canadian Pacific Railway Company across the St. Lawrence. Lachine was for a long time the point of departure of the early trading military expeditions; and it was from here that Duquesne set out in 1754 to seize the Ohio Valley—an expedition that culminated in the defeat of Braddock.	7.50am	2922
2	*9.35	**Westmount**	*7.45	2920
5	9.42	**Montreal Junction**	7.40	2917
	Eastern Standard Time		Ch'nge for Queb'c	To Boston 335 miles
7		**Western Junc.**		2915
10		**Dorval**		2912
13		**Valois**		2909
15		**Beaconsfield**		2907
	The St. Lawrence bridge		The St. Lawrence bridge	
20	▽10.03	**Ste. Anne's** — One of the five mouths of the Ottawa River is crossed by a fine steel bridge at *Ste.*	▽7.15	2902
24	10.10	**Vaudreuil**	7.09	2898

† Additional train leaves Montreal for Toronto at 8.55 a.m. on week days, arriving Toronto 7.00 p.m. Dining Cars are run on day trains between Montreal and Toronto. ‖ Refreshment Station. *Stops only to take on and let off passengers from Peterboro' and points west. ▽ Stops only for passengers to and from Montreal or points east, and to and from Toronto and points west.

MEMORANDA

Miles from Montreal	West-bound Train	STATIONS—Descriptive Notes	East-bound Train	Miles from Vanc'v'r
	LEAVE		LEAVE	
		Anne's, at the head of the Island of Montreal Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. Ste. Anne's was once the home of the poet Moore, and is the scene of his well-known boat-song. Another Ottawa mouth is bridged at *Vaudreuil*. Here the Montreal & Ottawa Short Line branches off along the southern bank of the Ottawa River to the Dominion Capital.		
	Ottawa River			
85		**St. Clet**		2887
40		**St. Polycarpe Junc**		2882
44		**St. Telesphore**		2878
46		**Dalhousie Mills**	No	2876
51		**Glen Norman**		2871
54		**Green Valley**	Stop	2868
57		**Glenroy**		2865
63	No	**Apple Hill**		2859
68	Stop	**Monklands**		2854
73		**Avonmore**	Farms	2849
79		**Finch**		2843
87		**Chesterville**		2835
93		**Winchester**		2829
101		**Mountain**		2821
108		**Kemptville Junc.**		2814
119		**Merrickville**		2803
		The St. Lawrence curves away towards the south, while the railway keeps on a direct course towards Toronto, passing through a beautiful farming country, with many orchards, and with tracts of the original forest here and there. At *St. Polycarpe Junction* the Canada Atlantic Railway is crossed, and at *Kemptville Junction* the St. Lawrence and Ottawa section of the Canadian Pacific Railway, extending northward to Ottawa and southward to Prescott, where connection is made during summer months with the River St. Lawrence steamers, and during summer and winter by ferry with the R. W. & O. Div. of N.Y.C. running to all important points in New York State. At *Merrickville*, a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River.		
	A.M.			
128	12.50‖	**Smith's Falls**—Pop. 4,500. Junction with Ottawa and Brockville section of the Canadian Pacific Railway; and at Carleton Place, 13 miles northward, with the main line of the Canadian Pacific Railway (see page 19). The town has a number of important manufactories, for which, falls in the Rideau River afford ample water-power. Superior brick are made here and good building-stone abounds. Excellent refreshment rooms at the station.	4.48	2794
140	1.10 A.M.	**Perth**—Pop. 4,000. A prosperous town with a number of mills, and an extensive manufactory of railway cars. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity.	4.18 A.M.	2782

‖ Refreshment Stations.

East-bound Train	Miles from Vanc'v'r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Vanc'v'r
LEAVE			LEAVE		LEAVE	
		148	A.M.	**Bathurst**	A.M.	2774
		155		**Maberly**		2767
		166	1.57	**Sharbot Lake**	3.35	2756
		175		**Mountain Grove**		2747
		180		**Ardendale**		2742
		185		**Kenebec**		2736
		191	2.47	**Kaladar**	2.47	2731
		199		**Hungerford**		2723
		207	3.15	**Tweed**	2.19	2715
		216	3.33	**Ivanhoe**	1.57	2706
		225		**Central Ont. Jc.**		2697
	2887	234		**Blairton**		2688
	2882					
	2878					
No	2876					
Stop	2871					
	2868					
	2865					
	2859					
	2854					
Farms	2849					
	2843					
	2835					
	2829					
	2821					
	2814					
	2808					
					A.M.	
		238	4.15	**Havelock**	1.20	2684
		244		**Norwood**	1.03	2678
		252		**Indian River**		2670
		262	4.56	**Peterboro'**—Pop. 10,000.	MIDN'T 12.34	2660
4.48	2794					
			Rice Lake canoes and sport		Fishi'g resorts	
4.18	2782	271		**Cavanville**		2651
A.M.		280	No	**Manvers**		2642
		288	Stop	**Pontypool**		2639
		292		**Burketon**		2630
		301	*f*6.05	**Myrtle**	*f*11.26	2621
		310		**Claremont**		2612
		318		**Locust Hill**		2604
		326		**Agincourt**		2596

For 100 miles beyond *Perth* the country is more or less broken by rocky uplifts and largely covered with timber. Iron, phosphate, asbestos and other valuable mineralsabound. The Kingston & Pembroke Railway, from Kingston on the St. Lawrence to Renfrew on the main line of the Canadian Pacific Railway, is crossed at *Sharbot Lake*, a favorite resort of sportsmen, and especially noted for the good fishing it affords. *Tweed*, on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. Connection is here made with the Bay of Quinte Railway & Navigation Company to Tamworth, Napanee and Deseronto (and Kingston by day train from the West). *Central Ontario Junction* is at the crossing of the Central Ontario Railway, extending from Picton and Trenton on Bay of Quinte, northward to a number of large and extensively worked iron mines. *Havelock* is a railway divisional point, with the usual buildings. At *Norwood* a fine farming country is reached, for which this is the market town.

Peterboro'—Pop. 10,000. On the Otonabee River, which here falls 150 feet within a few miles, affording an immense water-power, which is utilized by many large mills and manufactories. The town is well built and has a large trade. The surrounding country has extraordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The Peterboro' or Rice Lake canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from here. Railway lines centre here from half-a-dozen directions.

Market stations for a fine agricultural country. Wheat, rye, oats, barley, butter, cheese and fruit are largely produced and much attention is given to cattle breeding.

f Flag Stations.

Miles from Montreal	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vancouver
333		**Leaside Junc.**—Express trains run through by way of Toronto Union Station to Toronto Junc.		2590
	ARRIVE DAILY			
336	*f*7.04	**Don**	*f*10.12	2587
338	7.15 A.M.	‖**Toronto**—Pop. 210,000. The capital and chief town of ONTARIO, and the next city to Montreal in the Dominion. It is situated on Lake Ontario. It has a most complete railway system, reaching out to every important place and district in the province. It has immense manufacturing establishments, and some of the largest commercial houses in the country. Its educational institutions are widely known. Its people are nearly all English and Scotch, and while the city has strongly marked English characteristics, it is distinctively western in the intensity of its activity and energy. In addition to the numerous railway lines of the Canadian Pacific and Grand Trunk companies centering here, the N. & N. W. Div. of the G. T. Ry. System (see page 72) extends northward, past Lake Simcoe, to North Bay on Lake Nipissing, where it connects with the main line of the Canadian Pacific Railway Transcontinental Route. Canadian Pacific trains run via Hamilton and Welland to Niagara Falls and Buffalo, making close connection for Rochester, Syracuse, Troy, Albany and New York. At Toronto Junction the Credit Valley and Toronto, Grey & Bruce sections of the Canadian Pacific Ry. diverge, the former extending to London and Detroit, connecting at the latter point with the Wabash Rd. for St. Louis, Chicago and other western United States points, and the other during the summer connecting at Owen Sound with the C. P. Ry. Co.'s lake steamships for Sault Ste. Marie and Fort William.	10.00 P.M. LEAVE DAILY EASTERN TIME	2585
	Comm'rcial importance			
	Railway outlets			

‖ Refreshment Stations. *f* Flag Stations.

Additional train leaves Toronto for Montreal at 9.00 a.m. on week days, arriving at Montreal at 7.00 p.m.

Miles from Montreal	Express West'b'd	STATIONS—DESCRIPTIVE NOTES	Express East'b'd	Miles from Vanc'vr
	LEAVE		ARRIVE	
338	8.25 A.M.	‖**Toronto**—Regular trains leave Toronto for Owen Sound at 8.25 a.m. and 5.40 p.m., and Owen Sound for Toronto at 6.35 a.m. and 3.45 p.m. These trains run daily except Sundays and stop at all stations. During the summer season the Steamship Express leaves Toronto on sailing days at 1.30 p.m., passing through North Parkdale (1.40 p.m.), and Toronto Junction (1.47 p.m.), and thence by way of Streetsville Junction to Melville Junction. Returning, leave Owen Sound at 9.00 a.m. on boat days, arriving Toronto 12.45 p.m.	11.30 A.M.	2585
384	10.30	**Melville Junction.**	9.30	2539
387	10.50	‖**Orangeville**—Pop. 4,000. A farming centre, as shown by the elevators at the station.	9.25	2536
391	11.00	**Orangeville Junction**—Branch line to TEESWATER.	9.00	2532
394	*f*11.06	**Laurel**	*f*8.53	2529
398	*f*11.14	**Crombies**	*f*8.43	2525
403	11.25	**Shelburne**	8.35	2520
406	*f*11.31	**Melancthon**	*f*8.27	2517
410	11.38	**Corbetton**	8.18	2513
		A well cultivated plateau, furnishing lime and building stone. The lakes of this region especially at Horning's Mills, four miles from *Shelburne*, are noted for extraordinary trout.		
414	11.46 P.M.	**Dundalk**—The road is here 1,300 feet above Lake Ontario.	8.10	2509
424	12.07	**Flesherton**—A brisk agricultural village. The town of *Flesherton* is 2 m. east, and *Priceville* 4 m. west. A little east of Flesherton are Eugenia Falls, and many most picturesque brooks and cataracts, abounding in fish.	7.48	2499
431	12.20	**Markdale**	7.35	2492
436	12.30	**Berkeley**	7.25	2487
440	12.40	**Holland Centre**	7.15	2483
447	12.55	**Chatsworth**	7.02	2476
452	*f*1.04	**Rockford**	*f*6.50	2471
		A rolling, timbered and well-watered region. Fine farming in the valleys. Lumber, cord-wood and tan-bark are exported largely. Scotch and Irish people predominate. Limestone abounds, and lime is made.		
460	Ar 1.20 Lv 1.30 P.M.	**Owen Sound**—Pop. 9,500. The port on Georgian Bay for Canadian Pacific lake steamships, leaving westbound about 1.30 p.m. on Tuesdays, Thursdays and Saturdays. This town has grown rapidly since the building of the railway; and is the shipping point for a vast area of farming country. The town is situated at the mouth of the Sydenham River at the head of the sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well-wooded, and in summer is visited by large numbers of tourists. Within two or three miles are pretty waterfalls. Building stone and brick-clays abundant. Manufac-	Lv 6.35 Ar 5.00 A.M.	2463

Tuesdays, Thursdays and Saturdays.

Port of embarkation for the Upper Lakes

Tuesdays, Thursdays and Sundays.

Train leaves Owen Sound for Toronto at 3.45 p.m. every week day.

‖ Refreshment Stations. *f* Flag Stations.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	tures, especially of furniture and woodenware, are increasing and an immense elevator for the storage and distribution of Manitoba wheat to eastern millers has recently been erected. Shooting and fishing in great variety are easily obtainable. In addition to the steamships of the Canadian Pacific line for Fort William, local steamers depart regularly for Manitoulin Island and all ports on Georgian Bay during the season of navigation.	LEAVE	
735	lv 8.00 A.M.	**Sault Ste. Marie**—Wednesdays, Fridays and Sundays going West, and Saturdays, Mondays and Wednesdays going East. Passengers can go ashore while the vessels pass through the lock. Connection is here made with the Soo-Pacific line which leaves the Canadian Pacific Transcontinental route at Sudbury, and crosses the Rapids of the Ste. Mary, on a magnificent iron bridge, and runs westward to Gladstone, St. Paul and Minneapolis, and after traversing the States of Michigan, Wisconsin, Minnesota and North Dakota, rejoins the Transcontinental route near Moose Jaw, in the Canadian North-West. Connection is also made with the Duluth, South Shore & Atlantic Ry. for Duluth and points on the South Shore of Lake Superior, and steamers for Lake Superior (South Shore), Michigan, Huron and Erie. From the "Soo" enjoyable side trips may be made to Algoma Park, the Desbarats Islands on the north shore of Lake Huron, Mackinac, etc., and the Michipicoten gold fields on Lake Superior.	lv 8.00 A.M.	2188
	Arrive Thursdays, Saturdays and Mondays.		The C. P. Steamer leaves Fort William Fridays, Sundays and Tuesdays.	
	EAST. TIME		EAST. TIME	
1010	A.M. 7.00	**Port Arthur**—See page 24.	9.00	1913
1015	8.00 A.M.	**Fort William**—Arrives Thursdays, Saturdays and Mondays going West. Leaves Fridays, Sundays and Tuesdays going East.	8.00 A.M.	1908
	ARRIVE		LEAVE	

For Route west of Fort William see Transcontinental Rail Route, page 24. It is at Fort William that the Lake and Rail routes unite.

Steamship route is during season of navigation only, say from about 1st May to about 30th September, and weather and water permitting. Sailings are subject to change without notice.

While water is low on Lake Superior, steamers may omit Port Arthur, calling only at Fort William. In such cases Ticket holders to Port Arthur or beyond will be supplied, if they so desire, with rail transportation from Fort William to Port Arthur.

The Ontario Law prohibits the sale of liquor on all lake steamships sailing between Ontario ports. This includes Upper Lake Steamships between Owen Sound and Fort William.

ADVERTISING ON THE CANADIAN PACIFIC RAILWAY.

For terms for displaying advertisements on the premises of the **Canadian Pacific Railway** along its lines, apply to the **Acton Burrows Company, Head Office, 29 Melinda St., Toronto.** Branch Offices: — **197 Lombard Street, Winnipeg, and Inns of Court Building, Vancouver, Canada.**

Ontario Route

Toronto and North Bay: 227 Miles, G. T. Ry.

Miles from Toronto	Express North-bound	STATIONS—DESCRIPTIVE NOTES	Express South-bound	Miles from Vanc'v'r
	LEAVE		ARRIVE	
0	1.45 pm	**Toronto**—Union Station. See page 69.	2.05 pm	2770
30	2.52	**Aurora**	1.08	2740
35	3.00	**Newmarket** — This road passes northward thro' an elevated agricultural region to the borders of Lake Simcoe.	1.00	2735
38		**Holland Landing**		2732
63	3.55	‖**Allandale**	12.10 P.M.	2707
	Daily	*Aurora* and *Newmarket* are farming centres of much importance. *Holland Landing*, on Lake Simcoe, was where, in old days, the navigation of the lake began. At *Allandale* the other section of this railway, from Hamilton and Niagara Falls, unites with the main line; trains leave Hamilton at 7.50 a.m. and 5.00 p.m. The western shore of Lake Simcoe is	Daily	
87	4.40	**Orillia** — skirted as far as Orillia. Between	11.19	2684
112	5.45	**Gravenhurst** — *Orillia* and *Gravenhurst*, Lake Couchiching and other lakes, the resort in summer of Toronto people, are passed, and at the latter station Muskoka Lake is reached. *Bracebridge* and *Huntsville*	10.30	2658
122	6.04	**Bracebridge** — are summer resorts and manufacturing towns.	9.55	2648
146	6.50 P.M.	**Huntsville**	9.12 A.M.	2624
	Hotels and sum'er sport	This beautiful district lies several hundred feet above the level of Lake Huron, and consists of a network of lakes, ponds and rapid streams, widely and justly renowned. The lakes are filled with islands, are indented by bold promontories, and, with their connecting rivers, wind in and out of leafy defiles. The fishing is famous, the catch including brook and lake trout, black bass, maskinonge and pickerel. Grouse-shooting is good everywhere, and deer are plentiful in their season. The villages are pleasant and prosperous (only principal stations are given here), and in summer many pleasure-hotels, reached by steamboats and stages, are open among the lakes at a distance from	Among the Muskoka lakes	

‖ Refreshment Stations.

Miles from Toronto	Express North-bound	STATIONS—Descriptive Notes	Express South-bound	Miles from Vanc'vr
	LEAVE		LEAVE	
171	7.40	**Burk's Falls**	8.25	2599
183	8.03	**Sundridge**	8.03	2587
189	8.15	**South River**	7.50	2581
220	9.25	**Callander**	6.40	2550
	Daily	the railway. Beyond Lake Rosseau, the great forests, always diversified by lakes in picturesque rocky basins, are entered and traversed to the border of Lake Nipissing. The villages are chiefly engaged in lumbering, but agriculture is increasing. The main line of the Canadian Pacific Railway is joined at *Nipissing Junction*, about four miles east of North Bay, but train connection is made at latter point, and its tracks are followed into North Bay.	Daily	
	ARRIVE		A.M.	
228	9.45 P.M.	‖**North Bay**—See p. 21. These trains from Toronto make close connection with the Canadian Pacific Transcontinental Rail Route express trains to and from Winnipeg and Vancouver.	6.20 LEAVE	2542

‖ Refreshment Stations.

SLEEPING AND PARLOR CAR SERVICE

FROM	TO	SLEEPING CAR Depart	SLEEPING CAR Berth Rate	PARLOR CAR Depart	PARLOR CAR Seat Rate
⊙Boston	St. John	‡ 7.00 pm	$2.50		
⊙Boston	Montreal	‡ 7.00 "	2.00		
⊙Boston	Chicago	* 6.45 pm	2.00	† 10.00 am	$ 1.50
Boston	St. Paul		5.50		
Boston	Toronto....(Parlor or Sleeping Cars on all trains.)	† 10.00 am	7.00		.50
⊙Buffalo	Toronto (13.15 p.m.)	* 11.00 pm	3.00		
Chicago (Polk St. Depot)	Montreal (*11.00 pm)	‡ 3 15 "	5.00		
Chicago "	Boston and Portland		5.50		
Chicago "	Toronto	‡ 11.35 "	2.00	* 12.35 pm	1.00
Detroit (Fort Street)	Montreal (*11.35 pm)	* 12.35 pm	3.50		
Detroit (Union St'n)	Portland		4.50		
Detroit	Boston		4.50		
Halifax	Montreal, via St. John	† 7.40 am	4.00		
Hamilton	Toronto				.25
Hamilton	Montreal or Ottawa		2.00		1.25
Montreal	Boston	* 7.45 pm	2.00	† 9.00 am	1.50
⊙Montreal	Portland				
Montreal	St. John, N.B	‡ 6.05 "	$ 50		
Montreal	Halifax, via St. John	‡ 6.05 pm	4.00		
Montreal	Vancouver	* 9.30 am	18.00		
Montreal	Toronto	* 9.30 pm	2 00	† 8.55 "	1 00
Montreal	Hamilton		2.00		1.25
Montreal	Detroit (*8.55 a.m.)	* 9.30 "	3.50		
Montreal	Chicago (*8.55 a.m.)	* 9.30 "	5.00		
Montreal	St. Paul	* 10.00 "	8.00		
Montreal	Duluth		6.00		
Montreal	Ottawa		1.50	† 10.25 am	.50
				† 4.10 pm	.50
Montreal	Quebec	* 11.00 "	1.50	† 8.20 am	.75
				† 2.00 pm	.75
				§ 3.30 pm	.75
North Bay	Toronto	‡ 8.45 "	2.00	* 6.20 am	1.00
Ottawa	Toronto	* 11.00 "	2.00		
Ottawa	Montreal		1.50	† 8.55 am	.50
				† 4.25 pm	.50
Owen Sound	Toronto				
⊙Portland	Montreal				
Quebec	Montreal	* 11.00 pm	1 50	† 8.00 am	.75
				† 1.15 pm	.75
				§ 12.15 pm	.75
Seattle	St. Paul	* 9.05 am	12.00		
St. John, N.B	Montreal	† 4.15 pm	2 50		
⊙St. John, N.B	Boston	† 4.15 "	2.50		
⊙St. Paul	Winnipeg	* 7.05 pm	3.00		
St. Paul	Seattle and Vancouver	* 9.05 am	12.00		
St. Paul	Montreal	* 7.20 pm	6.00		
St. Paul	Boston, via Montreal	* 7.20 pm	7.00		
Toronto	Hamilton				.25
⊙Toronto	Buffalo....(Parlor or Sleeping Cars on all trains.)				.50
⊙Toronto	New York	* 5.20 pm	2.50		
Toronto	Montreal	* 10 00 "	2.00	† 9.00 am	1.00
Toronto	Ottawa	* 10.00 "	2.00		
⊙Toronto	Detroit	† 7.30 "	2.00	* 7.45 "	1.00
Toronto	Chicago	† 7.30 "	3.00	* 7.45 am	2.00
Toronto	Owen Sound				
Toronto	North Bay	5.20 "	2.00	* 1.45 pm	1.00
Toronto	Winnipeg	* 1.45 "	8.00		
Toronto	Vancouver, via North Bay	* 1.45 "	17.00		
Toronto	St. Paul, via North Bay		5.00		
Vancouver	Montreal	* 2 00 "	18.00		
Vancouver	Winnipeg	* 2.00 "	12.00		
Winnipeg	Vancouver	* 4.30 "	12.00		
⊙Winnipeg	St. Paul	* 2.10 "	3.00		
Winnipeg	Toronto	* 4.00 pm	8.00		

* Daily. † Daily except Sun. ‡ Daily except Sat. § Sun. only. ‖ Daily, except Sat. and Sun. ¶ Tues., Fri. only. ∫ Tues. Thur., Sat. only. ∕ Sleeping Cars run from about 11th June to about 1st Oct.; Parlor Cars from about 26th June to about 1st October. ∞ From about 1st May to about 30th Sept. ɣ Sun., Tues., Thur. only. ⊙ Sleeping Car lines operated partly by C.P. Ry. and partly Sleeping Car Companies.

Proportionate Rates between other Stations.

Sleeping Car Sections, in Canadian Pacific Cars, double the berth rate. In Drawing Rooms between three and four times the berth rate.

Accommodation in First Class Sleeping Cars and in Parlor Cars will be sold only to holders of First Class transportation.

Two adults, WHEN TRAVELLING TOGETHER AND BOARDING CAR AT SAME STATION, will be allowed to occupy a berth on one berth ticket, four a section on one section ticket, and six a drawing room on one drawing room ticket, if each presents a railway passage ticket.

Canadian Pacific Railway Agents stated below have car diagrams for locating passengers other ticket agents will secure accommodation on application to them :

Boston..F. R. PERRY, 197 Washington St.
Buffalo..A. J. SHULMAN, 233 Main St.
Halifax..J. D. CHIPMAN, 107 Hollis St.
Hamilton..W. J. GRANT, cor. King and James Sts.
" **Montreal**..W. F. EGG, 129 St. James St.
Old Orch'd, Me.,..W. F. FERNALD, B. & M. Rd. Stn.
" **Ottawa**..GEO. DUNCAN, 42 Sparks St.
Portland, Me., GEO. H. THOMPSON, M. C. Rd.
" **Quebec**.....E. H. CREAN, Opposite Post Office.
Sault Ste. Marie, Mich...F. E. KETCHUM, Union Station.
" **St. John, N.B.**.....W. H. C. MacKAY, 49 King St.
" **Toronto**.....C. E. BUNTING, 1 King St. East.
Vancouver..JAS. SCLATER, Stn. Ticket Agent.
" **Winnipeg**..W. M. McLEOD, cor. Main St. and McDermott Ave.

" Telegrams for accommodation required same night should be addressed to station agents if sent after 6.00 p.m. All city offices are closed on Sundays and legal holidays, and close at 6.00 p.m. week days.

Diagrams of through Sleeping Cars between Montreal and Vancouver, and Boston and St. Paul, will be held at following stations several hours before the arrival of Sleeping Cars, and accommodation may be secured by telegram or letter.

PACIFIC EXPRESS (Westbound)—North Bay, Ft. William, Winnipeg, Calgary (from 1st Nov. to 30th April), Banff (from 1st May to 31st Oct.), Glacier, Revelstoke (from 1st Nov. to 30th April).

ATLANTIC EXPRESS (Eastbound)—Glacier, Banff (from 1st May to 31st Oct.), Calgary (from 1st Nov. to 30th April), Winnipeg, Ft. William, North Bay.

ST. PAUL EXP.—Montreal, S. Ste. Marie, Mich. BOSTON EXP—Montreal, S. Ste. Marie, Mich.

Telegrams or letters direct to above agents will receive prompt attention. When ordering, be particular to state number of berths or sections, etc., required, the train, from and to what points, date of starting, and route. Acknowledgment will be sent by mail unless specially requested to telegraph.

Stop-over—Holders of through railway passage tickets, reading through both Winnipeg (or St. Paul) and Mission Junc. in either direction, will be furnished on application to Sleeping Car Porter, with stop-over checks, good for 60 days on their Sleeping Car Tickets, at Winnipeg, Banff Hot Springs, Laggan, Field, Glacier, Revelstoke, Sicamous Junc. and North Bend.

J. A. **SHEFFIELD**, SUPT. SLEEPING DINING AND PARLOR CARS AND HOTELS, MONTREAL.

Express Southbound	Miles from Vancouver
LEAVE	
8.25	2599
8.03	2587
7.50	2581
6.40	2550
Daily	
A.M.	
6.20	2542
LEAVE	

To Japan and China—C. P. R. Royal Mail Steamship Line.

The Canadian Pacific Railway Co's fast steamship service on the Pacific Ocean gives the shortest, safest and best route between Canada and the Orient, and also forms an important link in the popular "Around the World" trip. By the White Empress Line of the Canadian Pacific, tourists can easily reach either Japan or China, and visit at leisure the many attractive and curious places to be found in those countries, and they can, if they wish, continue the journey to Australia or around the world. The route from Vancouver, B.C., to Yokohama, Japan Shanghai, China, and Hong Kong, is 300 miles shorter than any other transpacific route, and Vancouver is several hundred miles nearer to the Atlantic than any other Pacific port. The passage is generally a very pleasant one, and with experienced and courteous officers the traveller is assured of safety, comfort and pleasure.

The steamships "Empress of India," "Empress of China" and "Empress of Japan," built under contract with the Imperial Government to carry the Royal mails, are staunch, speedy and spacious. They are uniformly built of 6,000 tons burthen, are 485 feet in length, with 51 feet breadth of beam, and are the only twin-screw steamships on the Pacific. They are of 10,000 horse power, have triple expansion engines, and steam 19 knots per hour.

The cabins are large and roomy and contain all the modern improvements, many new features being added, and no expense has been spared in their luxurious fittings. The promenades are extensive and free from obstructions. The Saloons, Smoking Rooms, Social Halls and all passenger accommodation are amidships, and surpass anything afloat. The vessels are lighted throughout with electricity—in a word modern marine architecture has in these palaces excelled itself.

INTENDED SAILINGS—WESTBOUND

NAME OF STEAMSHIP	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai (Woosung)	Hong Kong
	Dep. 12.45	Arr.	Arr.	Arr.	Arr.	Arr
	1900	1900	1900	1900	1900	1900
EMPRESS OF JAPAN	Nov. 5	Nov. 19	Nov. 20	Nov. 22	Nov. 24	Nov. 27
EMPRESS OF CHINA	Dec. 3	Dec. 17	Dec. 18	Dec. 20	Dec. 22	Dec. 25
	1901	1901	1901	1901	1901	1901
EMPRESS OF INDIA	Dec. 31	Jan. 14	Jan. 15	Jan. 17	Jan. 19	Jan. 22
	1901					
EMPRESS OF JAPAN	Jan. 28	Feb. 11	Feb. 12	Feb. 14	Feb. 16	Feb. 19
EMPRESS OF CHINA	Feb. 25	Mar. 11	Mar. 12	Mar. 14	Mar. 16	Mar. 19

AND ABOUT EVERY THREE WEEKS THEREAFTER.

INTENDED SAILINGS—EASTBOUND

NAME OF STEAMSHIP	Hong Kong	Shanghai (Woosung)	Nagasaki	Kobe	Yokohama	Vancouver
	Dep.	Arr.	Arr.	Arr.	Dep.	Arr.
	1900	1900	1900	1900	1900	1900
EMPRESS OF INDIA	Nov. 21	Nov. 23	Nov. 26	Nov. 27	Nov. 30	Dec. 12
						1901
EMPRESS OF JAPAN	Dec. 19	Dec. 21	Dec. 24	Dec. 25	Dec. 28	Jan. 9
	1901	1901	1901	1901	1901	
EMPRESS OF CHINA	Jan. 16	Jan. 18	Jan. 21	Jan. 22	Jan. 25	Feb. 6
EMPRESS OF INDIA	Feb. 13	Feb. 15	Feb. 18	Feb. 19	Feb. 22	Mar. 6

AND ABOUT EVERY THREE WEEKS THEREAFTER

The usual stay at intermediate ports is:—Yokohama, 24 hours; Kobe, 12 hours; Nagasaki, 10 hours; Shanghai, 12 to 24 hours, according to tide. These periods may be reduced or increased according to circumstances. Passengers should ascertain from Company's Agents at those ports the exact hours of departure. Steamers leave Vancouver on arrival of Express from the east, and call at Victoria to land and embark passengers.

Canadian-Australian Royal Mail S.S. Line

This line was established in 1893, and has become the favorite route between Europe and America and the Antipodes. Monthly sailings in both directions, via Honolulu, are made. The magnificently equipped steamships Aorangi, Warrimoo and Miowera are specially adapted for long sea voyages. The option of stop-overs is allowed first cabin passengers en route, and at Honolulu many take advantage of this privilege and remain to enjoy the strange sights to be seen in the Isles of the Pacific.

INTENDED SAILINGS—WESTBOUND

Name of Steamship	Vancouv'r	Honolulu,	Brisbane, Qd.		Sydney
	12.45	Dep.	Arr.	Dep.	Arr.
	1900	1900	1900	1900	1900
AORANGI	Nov. 16	Nov. 24	Dec. 8	Dec. 10	Dec. 12
			1901	1900	1901
WARRIMOO	Dec. 14	Dec. 22	Jan. 5	Jan. 7	Jan. 9

Sailings shown are approximate only.

INTENDED SAILINGS—EASTBOUND

Name of Steamship	Sydney	Brisbane, Qd.		Honolulu,	Vancouv'r
	Dep.	Arr.	Dep.	Dep.	Arr.
	1900	1900	1900	1900	1900
WARRIMOO	Nov. 5	Nov. 8	Nov. 9	Nov. 21	Nov. 29
MIOWERA	Dec. 3	Dec. 6	Dec. 7	Dec. 19	Dec. 27

And about every four weeks thereafter. Sailings shown are approximate only.

Passengers can ascertain from Commanders of ships the time allowed in port at Honolulu (it averages about 10 hours) and at Brisbane.

From points west of Chicago, St. Paul and Port Arthur, berths on Steamers of above lines can be secured from Asst. Gen. Pass. Agt., Vancouver, and east of those points from the General Passenger Agent, Montreal, through any C. P. R. Agent.

C.P.R. Colonist Cars, can be purchased on board.

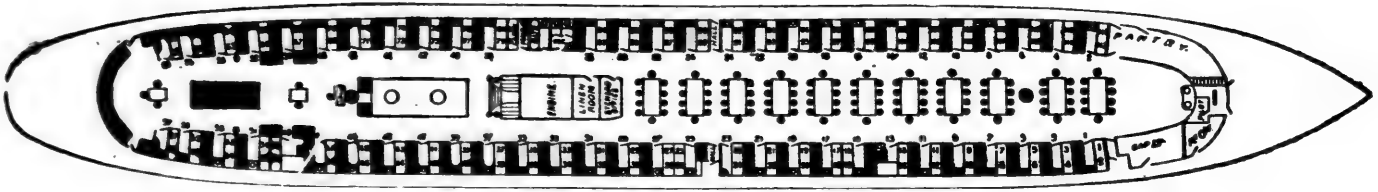
ARTHUR PIERS, Supt. of Steamship Lines, Montreal.

CANADIAN PACIFIC UPPER LAKES STEAMSHIPS

(MAY TO OCTOBER ONLY)

ALBERTA, ATHABASCA AND MANITOBA

CABIN DIAGRAM OF THE EXPRESS STEAMSHIPS ALBERTA AND ATHABASCA.



THE STEAMSHIP MANITOBA BEING 30 FEET LONGER HAS TEN ADDITIONAL STATEROOMS

For further particulars see pages 60 and 61 of this book.

These Steamships are built of Steel, two of them on the Clyde and one at the port of Owen Sound. They are fitted with every modern appliance for speed, comfort and safety, and are unrivalled on the lakes, being more like Ocean Greyhounds than the usual lake steamship. The Manitoba is 300 feet, 2600 tons; the Alberta and Athabasca are 270 feet long, 2300 tons. The promenade deck is especially large, being over the main saloon. Each stateroom is electric lighted. The odd numbers on diagram represent upper berths, the darkened part in stateroom represents the sofa. Berth locations in steamships can be secured through any Agent of the C.P.R., or at the office of the Assistant General Passenger Agent, 1 King St. East, Toronto.

First Class Round Trip and Tourists Tickets include meals and berths; Second Class, Colonist and Emigrant Tickets, deck passage only

Meals at second table are served Second Class passengers at 30 cents each; Canned Meats, etc., are also procurable. Colonists' outfits, similar to those used on C.P.R. Colonist Cars, can be purchased on board.

ARTHUR PIERS, Supt. of Steamship Lines, Montreal.

...ship Line.

...Pacific Ocean
...lent, and also
...By the White
...ther Japan or
...found in those
...alls or around
...an Shanghai.
...le route, and
...y other Pacific
...perienced and
...ure.
...1" Empress of
...arry the Royal
...t of 6,000 ton-
...the only twin-
...e triple expan-

...ements, many
...urious fittings.
...ons, Smoking
..., and surpass
...y—in a word

	Hong Kong	Arr.	
...ghai			
...coming)			
Art.			
...1900		1900	
...Nov. 21		Nov. 27	
...Dec. 22		Dec. 25	
...1901		1901	
...n. 19		Jan. 22	
...b. 16		Feb. 19	
...ar. 16		Mar. 19	

...oko-	Van-couver	Arr.	
...ama			
...ep.			
...1900		1900	
...v. 30		Dec. 12	
...c. 28		1901 Jan. 9	
...1901			
...n. 25		Feb. 6	
...b. 22		Mar. 6	

...hours; Naga-
...ay be reduced
...m Company's
...ver on arrival

...s. Line

...ute between
...irections, via
...gi, Warrimoo
...stop-overs is
...ntage of this
...of the Pacific.

	Sydney Arr.	
	1900	
...o	Dec. 12	
	1901	
...7	Jan. 9	

...a.	Vancouv'r Arr.	
...1	1900	
...9	Nov. 29	
...9	Dec. 27	
...mate only.		
...m (it averages		
...ve lines can be		
...Passenger Agent.		

CANADIAN PACIFIC RAILWAY

RAILWAY LANDS ON EASY TERMS OF PAYMENT

The Canadian Pacific Railway Company's land subsidy, comprising an area of 25,000,000 acres, lies close to the Main Line and Branches in Manitoba, Assiniboia, Saskatchewan and Alberta. The lands have been carefully selected by competent surveyors, enabling the Company to offer lands of the highest grade to intending purchasers at from $3.00 to $5.00 per acre, and the purchaser may go into immediate possession on payment of a little more than one-tenth of the purchase money. The first instalment on 160 acres at $3.00 per acre would be $71.90, the balance payable in nine equal annual instalments of $60.00 each, the first of which would fall due in one year from date of purchase except in the case of an actual settler on the land, in which case the first deferred instalment would fall due in two years and the remaining payments annually thereafter.

This system of payments gives the settler an opportunity to pay for his land out of the proceeds of his crops.

If a purchaser pays in full at time of purchase he will be allowed a reduction from the price equal to ten per cent. of the amount paid in excess of the usual cash instalment.

The lands of the Columbia and Kootenay Ry. & Nav. Co., situated in Southern British Columbia, and tributary to the Crow's Nest Pass Ry., are now offered at prices varying from $1.00 to $5.00 per acre.

A map of Southern British Columbia, showing these lands, can be obtained at the C.P.Ry. Land Office at Winnipeg.

The valuable lands allotted to the Canada North-West Land Co., Ltd., are for sale at the office of the Land Dept., and purchasers have the privilege of paying for these lands in the preferred shares of the Land Co., which are accepted at their par value.

GOVERNMENT FREE GRANT LANDS

All surveyed even numbered sections, excepting 8 and 26, are held exclusively for homesteads, and entry therefor to the amount of a quarter section (160 acres can be obtained on payment of a fee of ten dollars.

Westbound Trains stop for sufficient time at Winnipeg Station to enable passengers to visit the Land Office of the Company where maps and pamphlets, giving information respecting the Free Grant and Railway lands through which the Railway passes, can be obtained.

Stop-over privileges between Winnipeg and Calgary will be granted on application to conductor on Through Second Class or Colonist Tickets to British Columbia or Puget Sound, thus enabling passengers to make personal inspection of the lands.

For detailed prices, maps and full particulars apply to

F. T. GRIFFIN,
C. P. R. Land Commissioner, WINNIPEG, MAN.

TELEGRAPHS

The telegraph system of the C.P.R. not only extends along the entire length of the railway, but also reaches every point of importance off the line of Railway in the Dominion of Canada.

The Commercial Cable Co. (Mackay-Bennett System) gives the C. P. R. the most direct connection with Europe.

The Postal Telegraph Co. of New York and San Francisco enables the **C. P. R.** to reach all the important points in the United States.

The Halifax-Bermuda & Direct West Indies Cable Co. gives connection with Bermuda, Jamaica and points in the West Indies.

Working in connection with the Dominion Government Telegraph line to the Yukon.

A tariff of charges for Telegrams is posted at all Telegraph Offices, and is kept by all Sleeping and Parlor Car Porters for inspection. Senders of messages are requested to compare the charges made with the rates on tariff.

To ensure quick dispatch to all points, see that your telegrams are written on **C.P.R.** Telegraph Blanks and are handed in at C.P.R. offices.

JAMES KENT,
HEAD OFFICE, MONTREAL. MANAGER TELEGRAPHS.

DOMINION EXPRESS COMPANY

Operating on all lines of the **Canadian Pacific Railway Company** and on other railways throughout Canada; the **Allan** and the **Dominion Line Royal Mail Steamers** to and from Europe; **Canadian Pacific Royal Mail Steamship Line** (to and from all Treaty Ports in Japan and China) and **Canadian-Australian Line of Royal Mail Steamships to Australia,** via **Honolulu, H.I.**

Possessing the best facilities for transporting merchandise, money, bonds and valuables with security and despatch, between all principal points in Canada, connecting with responsible Express Companies for all parts of the world.

Collect drafts, bills (with goods C.O. D.), notes, coupons, and other paper. Deposit money in bank; record deeds; pay taxes for non-residents; and execute any important commissions **carefully, promptly** and at **reasonable rates.**

Grant Special Rates on produce, and on large consignments of merchandise.

Issue **Money Orders,** payable in Canada, the United States and Europe.

Agencies in Great Britain:—9 James St., Liverpool; 67 St. Vincent St., Glasgow; 67 and 68 King William St., London, E.C., and throughout Europe in connection with Messrs. Geo. W. Wheatley & Co. and the Globe Parcels Express specially authorized agents for the Company.

W. S. STOUT,
GENERAL MANAGER.

GENERAL OFFICES, TORONTO, ONT.

C.P.R. HOTELS

While the perfect sleeping and dining car service of the Canadian Pacific Railway provides every comfort and luxury for travellers making the continuous overland through trip, it has been found necessary to provide places at the principal points of interest among the mountains where tourists and others might explore and enjoy the magnificent scenery.

The Company has erected at convenient points hotels, which, by their special excellence, add another to the many elements of superiority for which the Railway is famous.

THE CHATEAU FRONTENAC—QUEBEC

the quaintest and historically the most interesting city in America, is one of the finest hotels on the continent. It occupies a commanding position overlooking the St. Lawrence, its site being, perhaps, the grandest in the world. The Chateau Frontenac was erected in 1893, at a cost of nearly a million dollars.

Rates, three dollars and fifty cents per day and upwards, with special arrangements for large parties and those making prolonged visits.

PLACE VIGER HOTEL—MONTREAL

a handsome new structure in which are combined a hotel and passenger station. The building which faces Place Viger is most elaborately furnished and modernly appointed, the general style and elegance, characterizing the Chateau Frontenac at Quebec, being followed.

The rates are from three to five dollars per day, with special arrangements for large parties and those making prolonged visits.

THE KAMINISTIQUIA—FORT WILLIAM, ONT.

the western terminus of the Lake Route of the C.P.R.

Rates, two dollars and fifty cents per day and upwards, with special rates to large parties or those making an extended visit.

MOOSE JAW HOTEL—MOOSE JAW, ASSA.

a new hotel erected at Moose Jaw, in the Canadian North-West, at the junction of the Soo-Pacific road with the main line of the C.P.R. The hotel is modernly appointed and elegantly furnished.

Rates, $2.50 per day, with reductions to those remaining a week or longer.

BANFF HOT SPRINGS HOTEL—BANFF, ALBA.

in the Canadian National Park, on the eastern slope of the Rocky Mountains, is placed on a high mountain promontory 4,500 feet above the sea level, at the confluence of the Bow and Spray Rivers, and is a large and handsome structure, with every convenience that modern ingenuity can suggest, and costing over a quarter of a million dollars. Open from about 15th May to 1st October.

Rates, $3.00 per day and upwards, according to the rooms. Special rates by the week or month will be given on application.

THE LAKE LOUISE CHALET—LAGGAN, ALBA.

This quiet resting place in the mountains is situated on the margin of Lake Louise, about two and a-half miles distant from the station at Laggan, from which there is a good carriage drive and forms a convenient base from which to explore the Lakes in the Clouds. Open from about 15th June to 15th September only.

MOUNT STEPHEN HOUSE—FIELD, B.C.

is a pretty chalet-like hotel, fifty miles west of Banff, in Kicking Horse Canon, at the base of Mount Stephen—the chief peak of the Rockies, towering 8,000 feet above. This is a favorite place for tourists, mountain climbers and artists, and sport is plentiful, Emerald Lake, seven miles away, being a capital fishing water.

The rates are three dollars per day, with special arrangements for parties stopping a week or longer.

GLACIER HOUSE—GLACIER, B.C.

is situated in the heart of the Selkirks, within thirty minutes' walk of the Great Glacier, which covers an area of about thirty-eight square miles.

The hotel, which has recently been enlarged to accommodate the ever-increasing travel, is in a beautiful amphitheatre surrounded by lofty mountains.

The rates are three dollars per day and upwards, with special arrangements for parties stopping a week or longer.

HOTEL REVELSTOKE—REVELSTOKE, B.C.

the gateway to the West Kootenay Gold fields. This fine new structure, picturesquely located in the basin between the Selkirks and Gold Ranges, is handsomely appointed and complete in all details found in leading modern hotels.

Rates three dollars per day, and upwards.

HOTEL SICAMOUS—SICAMOUS, B.C.

a fine new structure, built on the shores of the Shuswap Lakes, where the Okanagan branch of the C.P.R. leads south to the Okanagan Valley and the contiguous country. The hotel is handsomely furnished and has all modern appointments and conveniences.

Rates, $3.00 per day and upwards, with reductions to those stopping a week or longer.

THE FRASER CANON HOUSE—NORTH BEND, B.C.

150 miles east of Vancouver, is situated on the Fraser River and is managed with the same attention to the comfort of its patrons that pervades all branches of the Company's service. The scenery along the Fraser River is well described as "ferocious," and the hotel is a comfortable base from which to explore.

Rates, three dollars per day, with special arrangements for parties stopping a week or longer.

HOTEL VANCOUVER—VANCOUVER, B.C.

the Pacific Coast terminus of the Railway, is a magnificent hotel designed to accommodate the large commercial business of the city, as well as the great number of tourists who always find it profitable and interesting to make here a stop of a day or longer.

Regular rates, three dollars per day and upwards, with special terms for prolonged visits.

PUBLICATIONS

"The New Highway to the Orient;" "Summer Tours;" "Fishing and Shooting, Canada;" "Fishing and Shooting—Quebec;" "Sportsman's Map;" "Westward to the Far East;" "East to the West;" "Guides to the Principal Cities of Japan and China;" "Time-Table with Notes;" "Around the World;" "Montreal;" "Quebec—Summer and Winter;" "St. Andrews-by-the-Sea;" "Across Canada to Australasia;" "Banff in the Canadian Rockies;" "Climates and Health Resorts of Canada;" "Hay Fever;" "Hawaiian Islands;" "Houseboats on the Kootenay." Also numerous pamphlets descriptive of Manitoba, the Canadian North-West Territories and British Columbia: "Western Canada," "British Columbia," "Guide to Kootenay and Cariboo," "The Gold Fields of New Ontario," etc. Most of these publications are handsomely illustrated, and contain much useful information in interesting shape.

Copies may be obtained **FREE** from Agents of the Company.

CALENDAR

1900

SEPTEMB'R						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

OCTOBER						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

NOVEMB'R						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

DECEMB'R						
S	M	T	W	T	F	S
						1
2	3	4	5	6	[illegible]	[illegible]
9	10	11	12	[illegible]	[illegible]	[illegible]
16	17	18	19	[illegible]	[illegible]	[illegible]
23	24	25	26	27	28	29
30	31					

1901

JANUARY						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

FEBRUARY						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

MARCH						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

APRIL						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

MAY						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

JUNE						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

JULY						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

AUGUST						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

TIME

The 24-hour system is used at all C. P. Ry. Stations Port Arthur and west, and the hours from noon to midnight will be from 12 to 24 o'clock.

STANDARD TIME is in use on all parts of the line as follows:

EASTERN TIME.—On C.P.Ry. East of Port Arthur and Detroit.

CENTRAL TIME.—Port Arthur to Brandon, including Manitoba branches.

MOUNTAIN TIME.—Brandon to Laggan and branches.

PACIFIC TIME.—Laggan to Vancouver and branches.

Thus, when it is 12 noon at	**Montreal,**	**Eastern Time.**
it is 11 o'clock at	**Winnipeg,**	**Central** "
" 10 "	**Regina,**	**Mountain** "
" 9 "	**Vancouver,**	**Pacific** "

EMB'R

W	T	F	S
..	..	..	1
5	6	7	8
12	13	14	15
19	20	21	22
26	27	28	29
..	..	..	..

PRIL

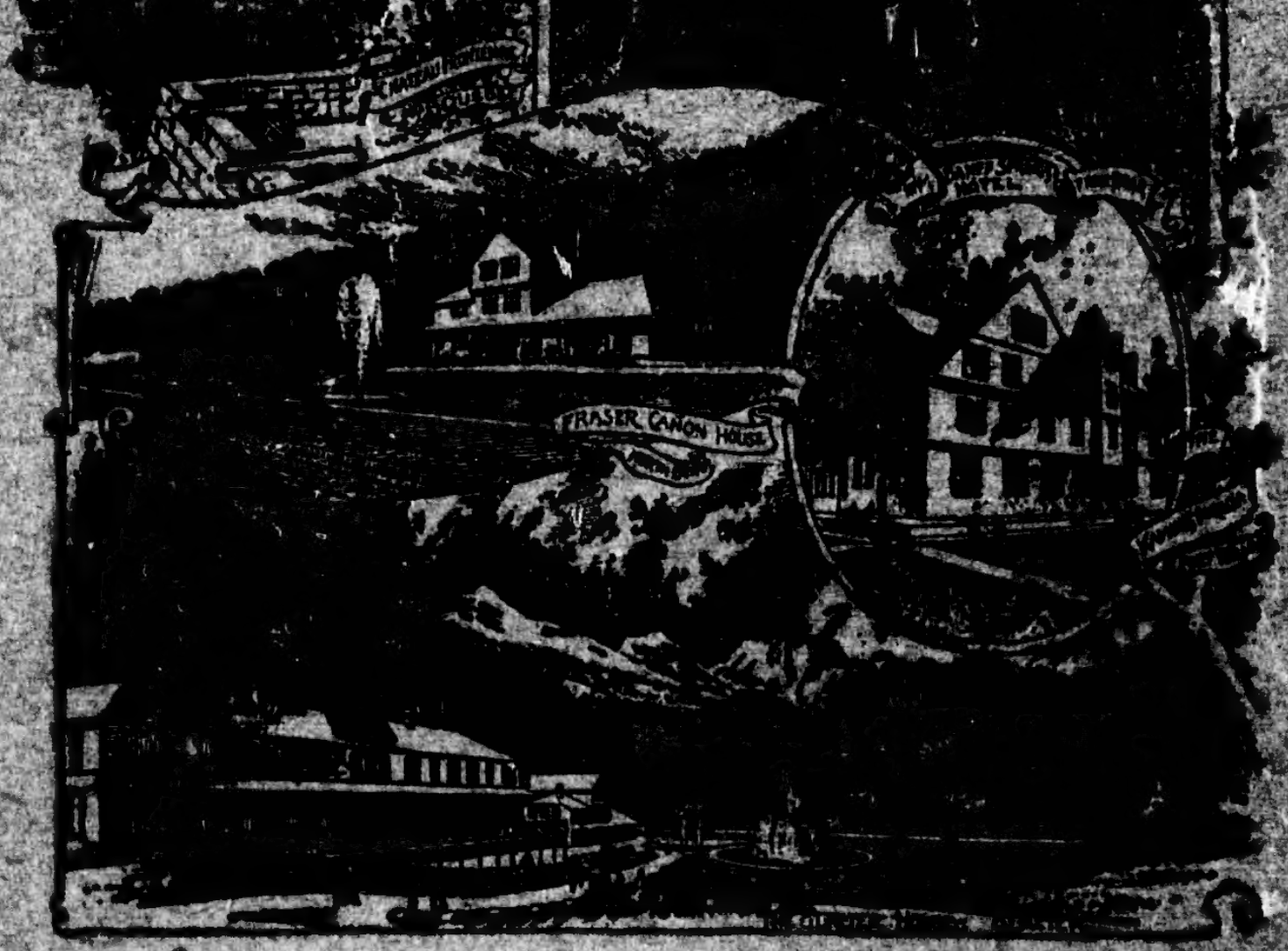
W	T	F	S
3	4	5	6
10	11	12	13
17	18	19	20
24	25	26	27
..	..	..	..
..	..	..	..

GUST

W	T	F	S
..	1	2	3
7	8	9	10
14	15	16	17
21	22	23	24
28	29	30	31
..	..	..	..

s Port
nt will

Detroit.
anitoba



ST. STEPHEN HOUSE, Fiske.
HOTEL VANCOUVER, Vancouver.
CHATEAU FRONTENAC, Quebec.
BANFF SPRINGS HOTEL (From Rear).
FRASER CANON HOUSE, North Bend.
THE ALEXANDRA, Fort William.
THE ALGONQUIN HOUSE, Toronto.

Canadian Pacific Railway Hotels